

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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## AS OTHERS SEE US.

*Morning Advertiser*.—"Able and smartly written."

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*Literary World*.—"Will be appreciated by all who go down to the sea in ships."

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*Hampstead and Highgate Express*.—"There is no reason why the new venture, this message to and from the sea, should not become one of the most influential organs of the day."

## YARNS.

XLVII.

### A CLOSE SHAVE.

By "BLACKWALL."

In the early "sixties" I found myself wearily wandering about in Melbourne, where I had arrived six months earlier in one of our old London "Blackwallers," now, alas, all vanished. I do not think that anyone now entertains the romantic, reverential, affectionate regard for his "iron tank" that we used to feel for our old wooden walls. With three other youngsters I had gone "up country" in quest of some adventure which might render sea slavery unnecessary. I was disappointed. Fortunately, I was soon appointed third mate of the *Flying Venus*, one of the smartest clippers of that time. She did everything in a dashing way, so on sailing-day a goodly display of bunting was waving, and two cannonades were fired as a parting salute when the mails were aboard. Carrying a mail was no slight distinction then. The bags and boxes of letters having been all safely stowed below, the chantie of the crew at the windlass was heard:

"Hurrah, my boys, we're homeward bound."

Then off we go in tow of a tug. By nightfall we reached Queenscliffe, down rattled anchor again and we were snug for the night. Long before daybreak steamers and lighters were alongside with mails, and cargo from Adelaide and Tasmania. About ten, alongside came the tug, up anchor again, and ahead we go for the savage looking "Rip." "I like it less every time I come through it," said our pilot who brought us in when I arrived from Mauritius years later. Truly it is an ugly bit of break that lies between Port Philip Heads. Outside at last, cast off the tugs, set all sail with the wind a couple of points on port quarter, and away we go. Topgallant sails sheeted home, loosed royals, skysails, aye and "moonsail" if you please. (I wish the men who first invented had always to furl them.) I hate kites, and verily believe that voyages would be performed just as expediently if nothing higher than the royals were ever tolerated. We had twenty-one cloths in the heads of the fore and main royals in the *Flying Venus*, just the same number as in the heads of the courses of the brig in which I served my apprenticeship. By-and-bye Cape Otway looms in the distance, away down on the starboard bow. Again night closes down, and night and day still on we fly. In these clippers there is little rest night or day for officers or men. Carrying such a tremendous spread of sail, with a strong wind on the quarter, it was nervous

work at night. But it was a grand sight to see our clipper fairly flying

"O'er the glad waters of the dark blue sea."

Yet I confess I often wished some of her wings folded.

One morning a wholesome-looking brig hove in sight. The wind was about half a gale; we were running with royals and topgallant studding sails, staysails and main skysail above, all in true clipper style. We judged it would take us three hours to overhaul the brig. She was double-reefed, and evidently expecting a gale. In an hour we were on top of her, and the folks aboard stared at us in utter astonishment. Perhaps they thought we were a *Flying Dutchman* out of our usual cruising ground, for the brig altered her course and sheered off from us. We hoisted the ensign, inviting confidences, but she wouldn't notice us by even a rag, and rolled lazily away preferring not to be reported as wallowing under reefed topsails whilst we carried all sail.

For my part I don't believe in "cracking on."

Rapid running is exhilarating in a clear sea, but it is no joke in a snow squall in the ice regions, or making for a port in a fog. One morning, when off the pitch of the "Horn," a glare in the sky indicated ice on our starboard bow, but hidden by a thick haze. The thermometer fell several degrees, and a black savage looking squall was coming up hand over hand astern, but as it was rising aft with the fair wind our commander wouldn't start tack or sheet, although we were carrying topmast, topgallant, and the huge square lower studding sails then in vogue (with swinging boom), and were running eighteen knots in the neighbourhood of icebergs. Quicker than we could count the squall whistled up with frantic speed, bringing mist and snow along with it. Impelled by the sudden gust the clipper bounded on like a startled steed. Decks and rigging were covered with snow, the water flew from her bows in cataracts of foam. We could not see 100 yards ahead of us, and yet we were spinning on at the rate of twenty knots an hour, and so sharp was the chase between the ship and the squall that it was a full hour before the latter swept ahead of us. Then, as it gradually left us astern of it, we beheld astern of us a vast field of ice! We must have close-shaved this mass. Indeed a Yankee would have "guessed we jumped it." To me it seemed a rash and perilous venture; we had plainly courted danger, from which alone the Providential care of "Him Who holdeth the waves in the hollow of His hand" had saved us! That was my last voyage in a "clipper."

## XLVIII.

## A TOUGH TWISTER.

Fairplay is responsible for the following yarn:—

"About twelve months ago the splendid American clipper ship *Alfred D. Snow*, bound from San Francisco to Liverpool, went ashore near Cork, when all on board—thirty-two souls—perished. Some singular stories are current in America in connection with the 'doomed ship.' On the night when she left New York on her last voyage to San Francisco, an old sailor made his way to the chief cabin, and said: 'Captain Willey, I've had a dream; I saw the *Snow* lying at the bottom of the English Channel, and all of us—you included—scattered around her stark and stiff.' 'Nonsense,' replied the captain, 'you're drunk, go and sleep it off.' 'Captain,' continued the man, 'I've sailed with you many's the time afore now, and ye know I'm not the salt to be skeered of Davy Jones; but I can't go with ye this time—good-night.' The seaman started for the forecabin, the third mate following, but a tumult was heard within the forecabin as they drew near it. The third mate pressed forward to call the men inside to order, and then, in one of the bunks, he found a man with his throat cut from ear to ear and a knife plunged into his breast—the crew standing around uttering exclamations of horror. The man had committed suicide in a most determined fashion. Who was he? To the third mate's amazement he was the identical seaman who had just returned with him from the captain's cabin, and who had not entered the forecabin—he had really not left his bunk that night. The 'ghost' of the suicide was seen several times during the voyage. One calm moonlight night under the equator a ghostly form was seen by the captain and watch to come from the forecabin, singing a weird sea song; it went to the mainmast shrouds up which it slowly climbed, and at last disappeared above the masthead. The entire crew fled the ship on her arrival at San Francisco. This strange story is going the rounds in the States.

## SEAFARING DISASTERS.

*Dina*, Dutch brig, Tobago for Falmouth, abandoned in lat. 41.30 N., long. 24.20 W. The crew took to the boats, and were picked up by the *Ripling Wave*, which has arrived at Fowey.—*John Macintyre* (s), of London, passed Gravesend bound up with maintopmast, port main rigging, and bridge rails carried away.—*Mozambique*, French barque, and the *Vera*, British steamer, in collision 30 miles S.E. of Cape St. Vincent; former sank. Three of the crew drowned, remainder picked up and landed at Gibraltar by the *Vera*, which vessel has topmast, rails, stanchions, and lights damaged.—*Euxine*, British steamer, for Constantinople, put into Algiers with slight damage to machinery.—*Russ*, Russian steamer, and the *Katie*, British steamer, in collision at Ymuiden, former badly damaged, latter slightly.—*Russ* proceeded for England.—*Sofia*, Russian schooner, picked up abandoned, and towed into Ronehamn.—*Ebenezer*, Norwegian schooner, Libau for Schiedam, has been in collision with a vessel, name unknown, and put into Christiansand leaky, will probably have to discharge.—*Falshaw* (s), previously reported ashore on Blyth Sand, floated with assistance.—*Dundonald* (s), of Glasgow, Swanscombe for Ardrossan, which grounded above Tilburyness, has since been towed off.—*Brooklyn City* (s), from New York, and the *Trieste* (s), from Maranople, collided in Kingroad, former had stem twisted; latter plates damaged starboard side.—*Fatfield* (s), Swanssea for St. Nazaire, arrived at Falmouth with a slight defect in machinery.—*Port Gordon*, barque, Ardrossan for San Francisco, put back to Greenock with cargo shifted.—*Sophie*, Russian schooner, abandoned, with rudder carried away. All crew saved, and landed at Cronstadt.—*Ferndale* (s), from Sunderland for London, went ashore on Scroby Sands, but floated.—Lloyd's agent at Key West cables: *Prince Umberto*, Pensacola for Greenock, gone ashore.—Lloyd's agent at Cronstadt reports several lighters lost and much ice in roads.—*Ketch Eliza Ann* towed into Appledore with stem, bowsprit, and foremast carried away, having collided off Bull Point with Norwegian barque *Africa*, outward bound, from Newport; latter proceeded undamaged.—Swedish

barque, *Albert Ehrenswärd*, Salt River for Goole, put into Kingston, Ja., with sickness on board.—*Content*, smack, of Grimsby, stranded near Withernsea. Crew saved.—*Enterprise*, fishing lugger, of Eyemouth, when returning from the fishing grounds, in making for Eyemouth Harbour, a heavy sea struck her, unshipping rudder, and drove her ashore 300 yards north of the harbour. Crew, seven in number, saved by means of the life-saving apparatus.—A telegram from Connah's Quay states: *Catherine Latham*, schooner, of Barrow, is reported ashore on West Hoyle.—*Lady Ailsa* (s), reported from Greenock to have grounded at Matilda Fort, but got off at high water and proceeded to Bordeaux.—*Medway* (s) ran into and sank the *Four Brothers*, barge, whilst riding at her anchor in Long Reach, Thames, one man drowned. The steamer proceeded up the Thames.—*Nigretia* (s), from Galveston, at Liverpool, had fire in forepeak.—*William Bell*, schooner, dragged anchors and went ashore north side of Donaghadee Harbour.—*Aphrodite* put into Capetown with chain plates carried away, and decks and hatches started.—*Agilis*, brig, of and for Jersey, from Newcastle, collided with the *Agricola*, of Shoreham, off the North Foreland, and damaged rigging, chain plates, topgallant mast broke, sails damaged, rails, stanchions, davits, and boats lost. Assisted into Ramsgate by Deal boatmen.—*Thule* (s), of Stavanger, put into Weymouth with shaft bearings and machinery out of order.—*Orconera*, German steamer, towed into Bilbao, with propeller lost.—*Benaboard* (s), anchored at Rosher-ville with boilers leaky.—*Mascotte* (s), while leaving Albert Dock for Dunkirk, collided with *Princess Alexandra* (s), from Glasgow, damaging her own rails and davits, and smashing one of her boats. Latter steamer sustained no damage.—*Nils Magnus*, from Umea to Dunkirk, stranded on Oregund, but got off with assistance.—Steamer *Pelican*, Liverpool to Iceland, put back to Oban from North Atlantic with ship and cargo damaged.—Swedish barque, *Lydia*, Hull for Hartlepool, stranded at Withernsea; crew saved; vessel total wreck.—Telegram from St. Petersburg states: It is reported that *Deutscher Kaiser* and another, name yet unknown, got ashore in leaving port beyond canal and remain.—Telegram from Wilburg states: Norwegian schooner *Sloipner*, Cronstadt for Macduff, ashore at Stamoe, near Fredrikshavn, and probably total wreck; anticipate an early closing of navigation. There is much ice in inner fairway at Wiborg.—Cablegram from Buenos Ayres states: Italian barque *Amicizia* took fire in port, and much damage done to cargo, vessel received but slight injury.—Lloyd's agent at Colombo, telegraphs, November 3rd:—*Merida*, steamer, stranded off Yalata, South.—*Nigretia*, steamer, from Galveston, docked in Brunswick Dock.—*Foison*, fishing smack, dismasted off Port Stewart; crew taken off by lifeboat.—*Giralda*, steamer from the North, with coals, went athwart the *Benaboard*, anchored off Rosher-ville, cutting herself down three plates to water's edge, on port side, near engine room. She proceeded to Surrey Canal, *Benaboard* uninjured.—*Moeve* (s), Hamburg for Santos, ashore at Kieland, full of water; crew landed at Vlieland.—*Speed*, of Belfast, stranded, Black Island, Strangford Lough, but expected off.—*Commodore* (s), Stettin for Basso, previously reported ashore at Morbylilla Oland, floated.—A telegram from Withernsea, November 3rd, states: *Corisande*, smack, of Grimsby, stranded at Withernsea; will be got off if the weather moderates; crew saved by the life saving apparatus.—*Seagull*, fishing smack, of Grimsby, from the fishing grounds to Grimsby, stranded at Sandlemere; crew saved.—*China*, from Cronstadt, at Hull, reports passing waterlogged schooner of about 100 tons, floating midway between Spurn float and Sandhale buoy; all sails standing.—*Arendal*, Norwegian barque, Wyborg for Bordeaux, aground at Saltholm.—*Helena*, brig, of Rostock, Hull, to Middlesbrough, foundered off Flamborough Head; crew saved.—*Madrid*, British steamer, whilst shifting berth, at Gibraltar, grounded, but assisted off undamaged.—*Lymington* (s), a vessel for Sunderland, ashore at Hornsea; crew landed.—Steamer *Times*, of London, from Calais, stranded near Tower Stairs, River Thames.—Schooner *Lilydale*, Newport for Cork, put into Milford Haven making water.—Brig *Swift*, of Shoreham, from Shields, coals, stranded near Spurn Head; crew saved by Spurn lifeboat; vessel afterwards towed into Grimsby by lifeboat, leaky.—Telegram from

Danzig states: British schooner *Boyn*, Danzig for Leith, ashore Hela; assistance asked for.—Telegram from Odessa reports: *Stamora* (s), of Liverpool, from Newcastle, ashore Definarka; assistance sent; cargo being jettisoned; tugs failed to get her off.—Telegram from Aden states: *Castle Eden* put into Aden with stem smashed and plates injured, having struck on rock. Forehold full of water.—Telegram from St. Petersburg states: Steamer *Deutscher Kaiser* and *Prinz Leopold* proceeded Cronstadt. Steamers *Onega*, *Marsdin*, *Como*, and *Yeddo*, left town, forcing through ice. River and fairway completely blocked with ice.—Cablegram from Philadelphia states: Italian ship *Ciampa Emilia* has arrived with bows stove in and leaking considerably, through collision with dredger.—Telegram from Hamburg states: German steamer *Amalfi*, Hamburg for New York, grounded at Schulan on her way down the river, and remains; assistance sent.—German mail steamer *Corrientes*, Hamburg for River Plate, aground off Flinkenwarder.—Cablegram from San Francisco states: United States barque *Guy C. Goss*, from Hiogo for Boston, has put in partially dismasted in a gale.—German ship *Otto Linck*, Quebec for Sunderland at Plymouth with eight feet of water in hold.—Lloyd's agent at Hurst Castle reports, November 5th: Barque sank on Shingle Bank, laden with paraffin.—*Maria Melanie*, schooner, of Whitstable, from Shields, grounded on Sand Bank, in Broadstairs Harbour, and breaking up.—A telegram from Spurn Head signal station, dated, November 5th, states: Vessel sunk three and a-half miles S.E. of Spurn; two masts visible; particulars unknown.—*Eddystone*, of Grimsby, with ice, stranded two miles south of Withernsea, and complete wreck; no lives lost.—*Abana* at Colombo aground through fouling unseen obstacle when entering.—*Lyon* (s), at Sunderland, reports: Steamer, *Gulf of St. Vincent*, signalled short of fire coal, Hartlepool, E.N.E., about 30 miles distant, blowing a gale; two tugs left to offer assistance.—*Cromwell*, Helsingfors for Barcelona, on Cork Sands waterlogged, fore and main masts cut away; crew landed at Harwich.—*Josephine*, brig, of Sandefjord, from Sundswall for Honfleur, with boards, assisted into Harwich leaky.—*Wilfrid*, British steamer, Ibrail for Antwerp, has towed into Cadiz the *St. Pierre*, French brig, Miramichi for Algiers, having been in collision 54 miles off Cadiz. The former has a large hole in port side four and a half feet from top of sheer plate to bridge deck, abreast side bunker hatch; must be repaired. The latter lost jibboom has bows stove in, and leaks considerably.—*Twice Zusters*, Dutch barque, abandoned waterlogged in the North Sea; crew saved.—*Sirius* (s), Ghent to London, stranded on Thorpness, November 5th; crew saved and landed at Aldeburg by lifeboat.—*Warrior*, smack, was fallen in with dismasted, about 120 miles east of Spurn, and towed into Grimsby.—A fire on board the *Marathon* (s), at Liverpool, whilst discharging on Saturday, but was promptly put out.—*Alice Jane*, of Guernsey, ashore on the Gunfleet Sands; full of water; crew landed at Harwich.—*Isabella Hall*, London to Cardiff, ashore on the Tongue Sand; crew saved (consisting of E. Dodd, master, Alfred Cooper, mate, Thomas Massey (a. b.), William Lingford (o. s.), Richard Hughes, boy) and landed by the *Albatross* (ss), of London, from Bordeaux.—*Sherbourne* (s), of London, from Conrstadt, collided with the powder hulk *Nancy*, carrying away cathead and damaging port bow of latter vessel.—Lloyd's agent at Madras telegraphs, November 5th: *Bhundara* has been damaged in hurricane; nine feet of water in hold.—German barque *Pomona* totally wrecked at Oosterbank; crew saved.—The Spanish steamer *Jose Baro* put into Rio Janeiro, with machinery out of order.—Steamer *Glenhead*, of Glasgow, whilst loading sand at Brodiek was caught by an easterly wind, and master scuttled her to prevent further damage.—Cablegram from Savannah states that the British steamer *Urbino* broke from her moorings at wharf and went ashore, but was afterwards got off slightly damaged.—Telegram from Hamburg states that the British steamer *Cydonia*, for Boston, is aground off Schulan; assistance sent.—Telegram from Cardiff (November 5th) states that the ship *Mabel Taylor*, of Yarmouth, N.S., loaded with coal, was found to be leaking, and will have to discharge some cargo.—*Merion Lass*, of Dublin, Thurso to Belfast, went ashore on Ardmoor Point, but floated following tide, and beached at Tobermory.—Telegram from Sulina states

that British steamer *Glen Dochart* grounded at 16 mile post River Danube.—The following vessels not having been heard of since the dates specified, are considered overdue:—*Bio Bio*, Turon master, which left Shields for Valparaiso on March 22nd last. *Milanesia*, Woodhouse master, which left the Tyne for Valparaiso on April 10th last, and was spoken on May 16th in lat. 48 N., long. 21 44 W.—*Ashmore*, London to Adelaide, has gone ashore on Marion reef. Assistance sent from Adelaide.—*Sussex*, British steamer, Sydney for London, has put into Malta with two blades of her propeller lost.—Lloyd's agent at Buenos Ayres cables that *Tony*, British barque, of Middlesbrough, and the *Emma Sims*, British barque, have been in collision. The former badly damaged; latter slightly.—*Our Boys*, smack, landed at Lowestoft, November 7th, Captain Terkeldsen, his wife, and the crew of the *Kong Kaare*, of Stavanger, Lagos for Hamburg, which was abandoned off Lowestoft in a sinking condition.—*Bon Accord* (s), of Aberdeen, from Aberdeen to Sunderland, in ballast, struck the North Pier on entering last Tuesday night, and became a total wreck. Crew saved (13) by the life-saving apparatus.—*Lady Bertha* (s), drove ashore after parting cables at Sandarog, Iceland. No hopes of saving her.—*Gulrun*, Grimsby for Dram, abandoned this side of the Spurn. Crew landed at Grimsby.—*Johann Welhelm*, of and from Dantzic, at Gravesend waterlogged, after being aground.—*William Gelmour*, schooner, outward bound, from Glasgow to Fowey, has been towed back to Greenock by the *Flying Spray*, tug, having been dismantled off the Clock Lighthouse during a squall.—*Alabama*, Norwegian barque, Helsingfors to Ghent, ashore on Yarmouth Beach.—*Bernardus*, Dutch schooner, towed into Terschelling in sinking condition.—*Marie Stella*, brigantine, of Vannes, from Porthcawl for Fowey, stranded on Scilly Islands, but was assisted off by boatmen and taken into Old Grimsby Harbour, Scilly; she is leaky, and has lost sails.—*Abergrange* (s), Middlesbrough for Grange-mouth, with pig iron, in coming up the Firth collided with the *Snowflake*, schooner, of Inverness, which sank four hours afterwards, two other sailors being drowned.—*Harley* (s), of Liverpool, from the Tyne to Shoreham, assisted into Middlesbrough by the Saltburn lifeboat crew and *Nunthorpe*, tug, making water, and with fires drowned out.—*Reaper*, of Douglas, from Norway, ashore at Rylerhae.—*Rosarian* (s), for Buenos Ayres, has put back and docked in Langton Docks for repairs; machinery out of order.—Telegram from Hamburg, dated November 7th, states: German mail steamer *Suevia*, is aground off Flinkenwarder.—Steamers *Hammonia* and *Cydonia* are still aground, discharging their cargoes into lighters.—*Danzig*, Quebec for Dundee, reported at Plymouth leaky, has become sufficiently tight to proceed on her voyage.—Steamer *Rutland*, of London, ashore on the Blyth Sands. An attempt made to float her, but without success.—Brig *Deutschland*, of Rostock, from Danzig, arrived at Gravesend in tow, having been ashore on the Blyth Sands. Vessel making no water, but lost both anchors, jibboom, foreyard, and foretopgallant mast.—A cablegram from Key West states that the Norwegian barque *Christina Elizabeth*, Jamaica for Havre, is ashore Quick Sands; assistance has been lent.—*Charlotte Young*, Berryman, from Hamburg for Old Calabar, put into Falmouth with loss of bulwarks and stanchion, on starboard bow, having been in collision with the French steamer *Ville de Nantes*.—British steamer *Mascotte*, from Monte Video for Liverpool, has been towed into St. Vincent by the British steamer *Zephyrus*, with shaft broken.—Steamer *Elgiva*, from Almeria, whilst discharging in dock at Liverpool, fire broke out amongst the bunker coal, but was got under.—*Queen* (s), Aberdeen to Shetland, while passing between Orkney Islands, collided with and sank on Tuesday night, *Lizzie Bain*, of Kirkwall, which was at anchor, and it is alleged, had no lights up. Three men who formed the smack's crew believed to be all drowned.—Allan line steamer *Nova Scotia*, at Queenstown, from St. John's, brings intelligence that the American whaling barque *Makah* was wrecked in Tellamook Bay on the 25th ult., during a hurricane, and the crew of 35 hands went down with the vessel.—*Westphalia* (s), at Queenstown, disabled.—Barque, name not stated, sunk in collision off Nore, November 8th.—Same date, *Explorer*, barque, sunk one mile below Nore, after collision with *Erith* (s),

London.—*Saxmundham* (s) sunk, November 4th, after collision in channel with Norwegian barque *Nor*. Several lives lost.

FOR some time past, it is stated, negotiations have been carried on with a view to the amalgamation of the German Kosmos Steamship Company and the Hamburg Pacific Steamship Line, whose vessels compete for trade with the West Coast of America. According to Hamburg advices the attempt has completely failed. The Hamburg Pacific line is, therefore, to be transferred to a joint-stock company, with a capital of £300,000, and the number of steamers is to be increased. The Kosmos Company has a capital of £250,000, of which 90 per cent. is paid up. Continued competition may, therefore, be expected. It is pointed out that whatever may be the results to the shareholders, German trade with the Pacific is likely to be stimulated.

MR. AITKEN, collector, Glasgow, with consent of Mr. Richard Sweet, licensed pilot, sued D. and W. Henderson and Co. for pilotage dues in respect of the steamship *Monte Videan*, which, in the employment of the defenders, the pursuer Sweet piloted on her outward voyage from Glasgow on November 27th last. After passing the Tail of the Bank the *Monte Videan* was taken into Gourrock Bay, where her compasses were adjusted. Mr. Sweet's services were retained during the adjustment, and till the vessel reached Kempeck Point, on her outward voyage. The charge made by the pilotage authorities for the pilot's services, in addition to the rate for river pilotage, was 1d. per ton in respect of the conducting of the vessel into Gourrock Bay and out again, which they maintain is in accordance with the table of rates framed under statutory authority by the Clyde Pilot Board. The defenders refused payment, maintaining that the said table of rates did not warrant the charge. The case was tried by Sheriff Balfour, who has now given his decision, in which he says:—"I am of opinion that according to a sound construction of the clause the authorities are entitled to make a double charge."

ACCORDING to a return just issued we learn that the amount of the maritime trade of the port of Rhodes last year was represented by 411 steamers and 1,791 sailing vessels, as against 378 steamers and 2,447 sailing vessels respectively in the preceding year. Nearly all the sailing vessels carry the Turkish flag. As regards the steamers Great Britain accounts for about 29 per cent., Austria-Hungary for 27, Greece for about 22, Turkey for about 12, and France for 10 per cent. In order to save the Island of Rhodes from absolute ruin, the Turkish Government has been petitioned to convert it into a free port, but that, as several other islands claim the same privilege, it is doubtful whether any of them will obtain it—at all events for the present. The commerce of Rhodes is rapidly declining—a fact which is owing to the competition of the British and Greek lines of steamers, which carry goods at almost nominal rates, of freight from Smyrna to the various islands and to the ports of the Anatolian coasts, the inhabitants of which are now able to obtain their supplies direct from Smyrna instead of providing themselves in Rhodes.

AT Liverpool, Joseph Rodgerson has been charged with having, on October 25th, fraudulently made use of a certificate of character and discharge which had been altered contrary to the Merchant Shipping Act. Mr. Paxton, who prosecuted, said that Rodgerson had altered the certificate in order to get a ship. He had sailed in the *Teviotdale* as an ordinary seaman, and at the end of the voyage got the usual O. S. discharge. On the date named above he applied for a post on the *Hesperides*, producing the *Teviotdale* certificate with the letters O. S. very clumsily altered into A.B. He was questioned on the subject, and admitted that he had so altered the certificate. Evidence was called, and it appeared that Rodgerson had in previous years obtained A.B. certificates, with the V.G. (very good) endorsement. Questioned as to why he did not produce these when applying for a post on the *Hesperides*, he said that he did not know that there would be any harm in altering the certificate under the circumstances. Mr. Raffles said that a case like this was different from those in which men totally unacquainted with the sea attempted to palm themselves off and undertake to do duty for which they were incapable. But the altering of certificates could not be tolerated, and a fine of 20s. and costs would be imposed, or in default 14 days' imprisonment.

## HOTEL DIRECTORY.

**A**BERDEEN.—ADELPHI HOTEL, Adelphi-court, Union-street. Comfort and moderate charges.

**B**ATH.—WALDRON'S PRIVATE HOTEL, 2, Queen's-square. Comfortable suites of rooms for large or small families.

**B**IRMINGHAM.—ALBION HOTEL, Family and Commercial, Edmund-street and Livery-street, opposite Great Western Station. Moderate charges. Night Porter. JOHN NUTT, Proprietor (late North Western Hotel, Stafford).

**B**RISTOL.—VICTORIA HOTEL, Family and Commercial, Temple Gate, nearly opposite to and within three minutes' walk of the Great Western and Midland Terminus. Open for the Night Mail. F. BAILEY, Manager.

**C**ARDIFF.—PARK HOTEL. Now open for the reception of Visitors; 150 luxuriously furnished Rooms. "Everything that can tend to increase the comfort of the occupants has been carefully studied. Throughout the Hotel the most minute attention has been paid to sanitary matters. An air of refinement and elegance pervades everything everywhere. The most complete arrangements have been also made in the matter of Stock Rooms and Baggage Rooms for the convenience of Commercial Gentlemen."—*Vide Public Press*. Moderate tariff. GEORGE W. CLARE, Manager.

**D**IEPPE.—GRAND HOTEL. Facing the Sea. First-class Family House. Price en pension from 10 francs a day. G. DUCONDERT, Proprietor.

**D**OVER.—DIVER'S CASTLE HOTEL, close to railway stations and Admiralty Pier, whence steamers depart. Facing Sea. Good views. Moderate charges. Best attention. Telegraph or write.

**I**SLE OF WIGHT.—ROYAL PIER HOTEL, Sandown. Unrivalled spot for sea bathing, boating, fishing, &c. Magnificent Sea View from all Public Rooms, Sitting Rooms, and principal Bedrooms.

**L**IVERPOOL.—THE GRAND HOTEL, Lime street, opposite the North-Western Railway Station, and two minutes from the Midland (Central) Station. Suites of Rooms for families. Magnificent Coffee Room. Electric Light throughout. Passenger Elevator. TABLE D'HÔTE, SEPARATE TABLES, FROM 5.30. TO 8 P.M. For tariff apply to GEO. SCHOTTLER, Secretary and Manager.

**L**ONDON.—THE INNS OF COURT FAMILY HOTEL, Holborn and Lincoln's Inn fields London, W.C. Central, quiet. Wedding Breakfasts, Dinners, &c. Table d'Hôte 5.30 until 8. Electric Light. Artesian well water.

**L**ONDON.—ARMFIELD'S SOUTH PLACE HOTEL, Finsbury, E.C. Accommodates 100 guests. This Hotel ensures thorough comfort at strictly moderate charges. Telegraph "Armfield's, London." Telephone, 140.

**L**OWESTOFT.—SUFFOLK FAMILY AND COMMERCIAL. Opposite the station. Adjoining Postal and Telegraph Office. Two minutes' walk from the Pier, Esplanade, and Harbour, and commanding extensive Sea View. Tariff free on application. RICHARD SMITH, Proprietor.

**L**OWESTOFT.—SOUTH VIEW BOARDING ESTABLISHMENT, 9 and 10, Victoria Esplanade, facing Sea. Near Baths and Pier. Home comforts. Thirty Bed and Reception Rooms. Private Apartments optional. Special Winter terms. MRS. WESTGATE, Proprietress.

**M**ARGATE.—CLIFTONVILLE HOTEL, on High Cliffs facing Sea. The best and healthiest Hotel in Margate. Under entirely new management. Table d'Hôte, Billiards, Lawn Tennis. Tariff on application. Telegrams "Cliftonville, Margate."

**P**ORTSMOUTH.—DOLPHIN. Good Family and Commercial Hotel. Near the Pier, High-street. J. INNES, Proprietor.

**P**ORTSMOUTH.—GEORGE HOTEL, old-Established First-class Family and Commercial Hotel. Trams pass the door every seven minutes to Station, Dockyard, &c. Near the principal Piers. JOHN DUNNING, Proprietor.

**P**LYMOUTH.—GRAND HOTEL (on the Hoe). The only Hotel with Sea View, Facing Sound, Breakwater, Eddystone, Mail Steamers anchor in sight. Public Rooms and Sitting Rooms with Balconies. JAMES BOHN, Proprietor.

**S**WANSEA.—CAMERON ARMS HOTEL. This old-established Hotel is situated in the centre of the town. First-class accommodation and moderate charges. J. PARADISE, Proprietor.

## IN THE DOG WATCH.

By ALL HANDS.

A Liverpool correspondent writes to us:—"A very pleasing step in the right direction is the inauguration at this port of classes for the instruction of seamen in the recognised methods of affording first aid to the wounded, a matter of vital importance to persons employed about shipping, whether at sea or in port, where distressing accidents are continually occurring at a distance from professional medical assistance. The committee of the Liverpool Seamen's Institute, Hanover-street, having kindly granted the free use of a room, the first class has been started by Lieut. Macnab, with twenty-nine men of the Royal Naval Reserve, under the able instruction of Dr. J. E. B. Limrick, of 19, Upper Parliament-street, a gentleman long and favourably known in connection with the local charities, and who has kindly volunteered his services; Mr. T. Stewart, Chief Instructor H.M.S. *Eagle*, acting as hon. secretary, while much praise is due to Mr. T. Dooling, R.N.R., for his energy in forwarding the movement among his fellow seamen."

Our informant adds:—"Three lectures have already been given with excellent results, and under the guidance of such officers as Lieutenants C. and H. MacIver and Lieutenant Macnab, together with Mr. Green, the popular secretary of the Liverpool centre, complete success may be expected so far as the Royal Naval Reserve men employed about the docks are concerned; and this may perhaps lead to some method being devised for imparting valuable instruction to regular sea-going members."

Our correspondent finishes his welcome communication by expressing a hope—which we most cordially share—that the good example thus set by Liverpool "may be followed at other ports, not only for the men engaged in the reserve, but in a modified manner for the mercantile marine generally." To this we would add that the mercantile marine generally wants instruction in first aid to the wounded still more than that part of it comprised in the Naval Reserve. In the mercantile marine generally—always excepting passenger ships—there are no doctors to render either first or last aid, while men attached to the navy have invariably medical advice at hand.

In the columns of SEAFARING it has already been pointed out that while the surgeons carried by passenger ships must be "duly qualified," the Arctic whalers, which are the only other merchant ships that carry surgeons, are allowed to engage in that capacity raw medical students or druggists' shop-boys who experiment at their own sweet will on the crews, and often with very awkward results to their victims. Some of these so-called doctors would be none the worse for a few lessons in first aid to the wounded. As we have never seen one of these functionaries sufficiently sober to learn anything, lessons in their case are perhaps impracticable.

A Liverpool paper says:—"The conduct of the bluejackets on their visit to this port with the Channel Fleet is much to be commended. Mr. Raffles, stipendiary

magistrate, was informed by Mr. Leader, governor of the main bridewell, that not a single bluejacket had been taken into custody during the visit. His worship remarked that this reflected great credit on the men." To this we may add that it also reflects credit on Liverpool.

The local authorities there treated the men well, and the men could do no less than behave well. Far different would the case be in a certain Scottish port where the local powers that be cannot see an English sailor, and especially a man-of-war's man, without yearning to lock him up—which they often do on some pretext or another, after getting all they can out of him.

The prospects of seafaring men getting better food while at sea do not at present seem very bright, if we may judge from the result of the action of the Sunderland Shipowners' Society in the matter. At the meeting of that body last Monday Mr. John Saunderson, who presided, is reported to have said that at a recent meeting of the London Chamber of Shipping, at which he was present, the new provision scale submitted by the Sunderland Shipowners' Society was brought forward. He proposed its adoption, but found no seconder.

Our readers will share our regret on hearing of this. It is a pity that the various seamen's societies did not send a deputation or at any rate a communication to the London Chamber of Shipping, urging the adoption of the improved provision scale. Had the London Chamber of Shipping approved of the scale the battle would have been practically won.

Did you ever swim to the assistance of anyone in the water and try to save them from drowning? If you did, you know that they generally try to seize you and prevent your swimming at all, and seem determined that both shall drown. Even when they don't struggle and impede your movements, drowning people are not so easily saved as those who have never tried it may imagine. But even people who have never tried that kind of thing cannot fail to admire the conduct of Mr. Taylor, fourth officer of the National Liner *Queen*, who has just been so deservedly presented at Liverpool with the silver medal of the Mercantile Marine Service Association.

Mr. Taylor was in charge of a boat belonging to the *Queen*, which was lowered to pick up one of the firemen of the West Indian Company's steamer, *Australian*, who had fallen overboard in Crosby Channel, a mile ahead of the *Queen*, while both ships were proceeding to sea. While in the boat searching for the man Mr. Taylor noticed a small object, which he took to be some part of the man's clothes, and he immediately dived into the water, securing what turned out to be the man himself, who was pulled into the boat, where the crew commenced rubbing him, and succeeded in restoring breathing. They took him to his own ship, where he was delivered into the doctor's hands. The poor fellow, we are sorry to say, died fourteen hours after he had again got on board the *Australian*. But the fact remains that Mr. Taylor did a noble thing, and the Mercantile Marine Service

Association is wise to be proud of such a member.

According to one of the Bon Gaultier Ballads—one we fancy written by the late Professor Ayton, whom the present writer heard repeat it—a certain Highlander, rejoicing in the name of Phairson,

"had a son  
Who married Noah's daughter,  
And nearly spoilt the flood,  
By drinking up the water,  
Which he would have done.  
I for one believe it,  
Had the mixture been  
Only half Glenlivet."

Far be it from us to underrate the drinking capacities of the illustrious ancestor of Phairson, or, indeed, of any thirsty individual—Highland or otherwise. But, to put it mildly, the accomplishments of Noah's Scottish son-in-law seem a trifle exaggerated, when read of in the light of modern discovery.

Water five miles deep would, even if mixed with the oldest Scotch whisky, seem rather a long drink, and water of that depth has been found. Her Majesty's surveying ship *Egeria*, under the command of Captain P. Aldrich, R.N., has, during a recent cruise to the south of the Friendly Islands, obtained two very deep soundings of 4,295 fathoms and 4,430 fathoms, equal to five English miles, respectively, the latter in latitude 24° 37' S., longitude 175° 8' W., the other about twelve miles to the southward.

These soundings, it seems, are more than 1,000 fathoms greater than any before obtained in the Southern hemisphere, and are only surpassed, as far as is yet known, in three spots in the world—one of 4,655 fathoms off the north-east coast of Japan, found by the United States steamship *Tuscarora*; one of 4,475 fathoms, south of the Ladrone Islands, by the *Challenger*; and one of 4,561 fathoms, north of Porto Rico, by the United States ship *Blake*. The *Egeria's* notable soundings were, it is stated, obtained with a Lucas sounding machine and galvanised wire. The deeper one occupied three hours, and was obtained in a confused sea, but nevertheless a specimen of the bottom was obtained, and it was found that the temperature of the bottom was 33.7 deg. Fahr.

Last week a five-masted schooner, now being built, was mentioned in these columns as the latest American novelty. But it not only appears that there is actually afloat a five-masted schooner, which has arrived at San Francisco—called the *Louis*—but that even she is not the first. According to the *Coast Seamen's Journal*—San Francisco—"On the lakes about seven years ago there was built a large five-masted schooner called the *David Dowes*. We cannot at present bring to mind her tonnage and carrying capacity, but she is an exceedingly large vessel. She had a fore and aft foresail, square foresail, fore topsail and fore topgallant sail. The rest of her sails were fore and aft. She is now used as a tow barge and is rigged something like the *Louis*. Nothing but the lower masts stand. There are several large five-masted vessels on the lakes rigged like the *Louis*, but they are called barges, as they are towed by steam barges and use their sails when they will draw."

## PASSED EXAMINATIONS.

Return of Masters, Mates and Engineers reported to have passed examinations, under the provisions of the Merchant Shipping Acts of 1854 and 1862, and to whom certificates have been issued during the week ending November 3rd, 1888.

NOTE—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. S.S. denotes Steam Ship Certificates.

## FOREIGN TRADE.

| Name.                | Grade.  | Examining Board. |
|----------------------|---------|------------------|
| Beadel, Ernest C.    | 2 M     | London           |
| Hayward, Charles     | 2 M     | London           |
| Searle, G. E. H.     | 2 M     | London           |
| Bain, J. R.          | 1 M     | London           |
| Green, H. P.         | 1 M     | London           |
| Turnbull, R. B.      | 1 M     | London           |
| Burmeister, C. F.    | 1 M     | London           |
| Mars, A. M.          | O C     | London           |
| White, Edwd.         | O C     | London           |
| Swarbrick, Wm. A.    | O C     | Liverpool        |
| Snelders, Peter      | O C     | Liverpool        |
| Graham, Edwd. F.     | O C     | Liverpool        |
| Vernon, Thos. S.     | O C     | Liverpool        |
| Lewin, Jno. L.       | O C     | Liverpool        |
| Abernethy, Jno.      | O C     | Liverpool        |
| Pfort, Harry C.      | O C     | Liverpool        |
| Evans, Seth          | 2 M     | Liverpool        |
| Jackson, James D.    | 2 M     | Liverpool        |
| Martorell, Norman    | 2 M     | Liverpool        |
| Moore, David         | 2 M     | Liverpool        |
| Pictou-Jones, F. V.  | 2 M     | Liverpool        |
| Woodham, Henry       | 2 M     | Liverpool        |
| Brereton, S. B.      | 1 M     | Liverpool        |
| Gibson, E. S.        | 1 M     | Liverpool        |
| Jones, Owen          | 1 M     | Liverpool        |
| Lüsberg, Olaf T.     | 1 M     | Liverpool        |
| Roberts, Robert      | 1 M     | Liverpool        |
| Martin, Arthur J. M. | 2 M     | Glasgow          |
| Cairnie, John        | 1 M     | Glasgow          |
| Falkner, Theodore    | 1 M     | Glasgow          |
| Hedley, Jas. W.      | 2 M S S | S. Shields       |
| Hodgson, Matthew     | 2 M     | S. Shields       |
| Tyson, Frank N.      | 2 M     | S. Shields       |
| Nash, Noah           | 1 M     | S. Shields       |
| Davis, Wm. H.        | O C     | S. Shields       |
| Geddes, Wm. McNab    | O C     | S. Shields       |
| Shawyer, James       | O C     | S. Shields       |
| Stevens, Wm.         | 1 M     | Plymouth         |
| Collins, Tom Jno.    | 2 M     | S'nderland       |
| Pryde, Thos. G.      | 2 M     | Dundee           |
| Keay, Wm.            | O C     | Dundee           |
| Rennie, William R.   | 2 M     | Aberdeen         |

## HOME TRADE.

| Name.              | Grade. | Examining Board. |
|--------------------|--------|------------------|
| Macintosh, Charles | Mate   | Greenock         |

## ENGINEERS.

NOTE.—Ex 1 denotes Extra First Class; 1, First Class; 2, Second Class.

| Name.                 | Class. | Port of Examination. |
|-----------------------|--------|----------------------|
| Brodmeier, Wm. A. A.  | 2      | London               |
| Wilkinson, Walter H.  | 2      | London               |
| Williamson, James     | 1      | London               |
| Walker, Frank         | 2      | Liverpool            |
| Whettingsteel, James  | 2      | Liverpool            |
| Sullivan, F. P.       | 2      | Liverpool            |
| Wilson, A. E.         | 1      | Liverpool            |
| Mounsey, R. H.        | 1      | Liverpool            |
| McClymont, William    | 1      | Liverpool            |
| Weeks, G. H.          | 1      | Liverpool            |
| Foyer, Alexander R.   | 1      | Liverpool            |
| Fleming, Robert       | 1      | Liverpool            |
| Rodger, Matthew G.    | 2      | Glasgow              |
| Morrison, Wm.         | 2      | Glasgow              |
| Gregg, Wm. L.         | 2      | Glasgow              |
| Thoms, J. K.          | 2      | Glasgow              |
| Martin, John          | 2      | Glasgow              |
| Barclay, Robert       | 1      | Glasgow              |
| Wilson, Robert        | 1      | Glasgow              |
| Adams, Thomas         | 1      | Glasgow              |
| Cunningham, Robert    | 1      | Glasgow              |
| Gardner, Thos. T.     | 2      | N. Shields           |
| Sharp, Jno.           | 2      | N. Shields           |
| Wilson, Robt.         | 1      | N. Shields           |
| George, Jno.          | 2      | Cardiff              |
| Ryan, Jno.            | 2      | Cardiff              |
| Wilkins, Edmd. J.     | 2      | Cardiff              |
| Perkins, Christian H. | 1      | Cardiff              |
| Morgan, Lewis L.      | 1      | Cardiff              |

## SEAFARING WAGES.

|   |                  |               |
|---|------------------|---------------|
| LONDON :—The rates here are :—  |                  |               |
| MEDITERRANEAN AND CONTINENT :—  |                  |               |
| A.B.  | £3 10s.          | per month.    |
| Firemen   | £3 15s.          | "             |
| A.B.  | £1 5s. to £1 8s. | per week.     |
| Firemen   | £1 5s. to £1 8s. | "             |
| NEW YORK :—   |                  |               |
| A.B.  | £3 0s.           | per month.    |
| Firemen   | £3 15s.          | "             |
| Trimmmers   | £3 5s.           | "             |
| CAPE OF GOOD HOPE AND NATAL :—  |                  |               |
| A.B.  | £3 10s.          | per month.    |
| Firemen   | £4 0s.           | "             |
| AUSTRALIA :—  |                  |               |
| A.B.  | £3 10s.          | per month.    |
| Firemen   | £3 15s.          | "             |
| CHINA AND INDIA :—  |                  |               |
| A.B.  | £3 10s.          | per month.    |
| Firemen   | £3 15s. and £4   | "             |
| SAILING SHIPS (to all parts of the World) :—                                |                  |               |
| A.B.  | £2 10s.          | per month.    |
| O.S.  | £1 10s. to £2    | "             |
| LIVERPOOL :—The following are the rates ruling here for the places named :— |                  |               |
|   | Steamers.        | Sailing Ships |

|   |        |           |                 |
|---|--------|-----------|-----------------|
| Calcutta, East                                | 3 0 0  | Sailors   | } 2 15 0        |
| India, South                                  | 3 10 0 | Firemen   |                 |
| Australia, South                              | 3 10 0 | Firemen   |                 |
| China, Brazil                                 | 2 15 0 | Seamen    |                 |
| West Indies                                   | 3 10 0 | Firemen   |                 |
| United States and Canada                      | 3 10 0 | Seamen    | For Cargo Boats |
| "   | 4 0 0  | Firemen   |                 |
| "   | 4 0 0  | Seamen    | Mail Boats      |
| "   | 4 10 0 | Firemen   |                 |
| Mediterranean                                 | 3 0 0  | Seamen    |                 |
| "   | 3 15 0 | Firemen   |                 |
| Baltic  | 3 5 0  | Seamen    |                 |
| "   | 3 15 0 | Firemen   |                 |
| San Francisco, Valparaiso, S. America, Oregon | 2 15 0 |           |                 |
| St. John, N.B.                                | 2 15 0 |           |                 |
| West Africa                                   | 2 10 0 | Seamen    |                 |
| "   | 3 0 0  | Trimmmers |                 |
| "   | 3 10 0 | Firemen   |                 |
| Galveston                                     | 3 5 0  | Seamen    |                 |
| Norfolk Va                                    | 3 15 0 | Firemen   |                 |
| Savannah                                      | 3 15 0 | Firemen   |                 |
| New Orleans                                   | 3 0 0  | Seamen    | Pacific Co.'s   |
| Valparaiso                                    | 4 0 0  | Firemen   | Mail Steamers.  |
| Cape de Verdes                                | 3 0 0  | Seamen    |                 |
| "   | 3 15 0 | Firemen   |                 |

SEAMEN'S STRIKE.—As stated in last week's SEAFARING, seamen and firemen on the Clyde have been asking better wages. This movement has had an effect on the wages of the sailors at Liverpool. At the close of last week notices were posted up outside the Sailors' Home, Liverpool, informing the men of the state of affairs in Glasgow, and asking the men to support the Glasgow seamen by holding out for similar wages. This had the effect of making it very difficult to obtain men at the old rates of pay, and for the East Indies an advance of 5s. for both firemen and seamen had to be conceded; the wages of sailors at Liverpool to the East Indies was £3 per month, and firemen £3 10s. The Glasgow men were holding out for £3 10s. and £4 respectively, and as a result four steamers bound to the East Indies did not take their crews in Glasgow at all, but came on to Liverpool with "runners." The seamen and firemen at the latter place, however, would not sign t the old rate of wages, and it was not until all of the four steamers gave the advance of 5s. that they were able to get their full complement of men.

GLASGOW :—Wages — A.B.'s southward, sailing, £2 10s.; steam, £3 A.B.'s westward, sailing, £2 15s.; steam, £3 10s.; Firemen, southward, £3 10s.; Firemen, westward, £3 10s.

LEITH :—The wages here are :— Steamers, home and foreign, Seamen, £3 10s.; Firemen, £3 15s.—Sailing ships, Seamen, £2 10s. to £2 15s. for southward.

BELFAST :—The wages here are :— Sailing ships to Quebec, £3 5s. per month, with one month's advance. To Rio de Janeiro via Cardiff, £2 10s., with half month's advance. To Demerara, via Ayr, £3, with a month's advance. Steam, seamen £3 10s.; firemen, £4, with a month's advance; steam (weekly boats), seamen, £1 4s. to £1 8s.; firemen, £1 8s. to £1 12s.

PLYMOUTH :—The wages of seamen here are :— To Quebec, £3 per month. On the coast, £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

NEWCASTLE-ON-TYNE :—Wages :— Steamers, £4 5s. Firemen, £4 10s. Sailing ships, £2 10s. to £2 15s. Seamen; weekly wages, £1 8s. Seamen (finding own food).

HULL :—Wages here :— Steamers, £3 to £3 5s. Seamen.—Sailing Ships, £2 10s. Seamen.

DUBLIN :—The rate of wages in this port is as follows :— Deep sea voyages, £2 10s. per month with usual allotment.

Channel steamers from 25s. to 27s. per week. Runners to Cardiff or Newport: sailing, £2 10s. towing, £2.

Liverpool, either towing or sailing. London, £5 sailing, £4 towing.

BRISTOL :—The rates here are :—

|                                   | Per Month |
|-----------------------------------|-----------|
| Sailing ships for Able Seamen     | £ s. d.   |
| " " " "                           | 2 15 0    |
| Sailing ships for Ordinary Seamen | 2 0 0     |
| Steam ships for Able Seamen       | 3 10 0    |
| Steam ships for Firemen           | 4 0 0     |

SUNDERLAND. Wages here :—Steamers, seamen, £4; firemen, £4 2s. 6d. and £4 5s.

|   | £ s. d. |
|---|---------|
| Sailing Ships, to the Southward sailors | 3 0 0   |
| " " Mediterranean sailors               | 3 10 0  |
| " " Quebec and Baltic sailors           | 3 15 0  |

GRIMSBY :—Wages of A.B. Seamen :—

|   |        |
|---|--------|
| Sailing vessels, long voyages                                     | 3 0 0  |
| Sailing vessels, north of Europe                                  | 3 10 0 |
| Steam ships, A.B. Seamen, European Ports                          | 3 15 0 |
| " " " "   | 4 0 0  |
| Weekly wages—Seamen and Firemen, £1 8s. Crew find their own food. |        |

## SAILORS' HOMES

ARE ESTABLISHED AT

A MSTERDAM.  
B BELFAST.  
B BOMBAY.  
B BOSTON.  
B BRISTOL.  
C CALCUTTA.  
C CALLAO.  
C CARDIFF.  
C CORK.  
D DEVONPORT.  
D DOVER.  
D DUBLIN.  
D DUNDEE.  
F FALMOUTH.  
G GLASGOW.  
G LOUCESTER.  
G GRAVESEND.  
G GREAT YARMOUTH.  
G GREENOCK.  
H HALIFAX, NOVA SCOTIA.  
H HAMBURG.  
H HAVRE.  
H HOLYHEAD.  
H HONG-KONG.  
H HONOLULU.  
H HULL.  
L LEITH.  
L LIVERPOOL.  
L LONDON (Well-street and Dock-st.).  
L LOWESTOFT.  
M MADRAS.  
M MARSEILLES.  
M MELBOURNE.  
M MILFORD.  
N NEW YORK.  
N NORTH SHIELDS.  
P PLYMOUTH.  
P PORTSMOUTH.  
P QUEENSTOWN.  
R RAMSGATE.  
R ROTTERDAM.  
S ST. JOHN'S, NEW BRUNSWICK.  
S ST. JOHN'S, NEWFOUNDLAND.  
S SAN FRANCISCO.  
S SHANGHAI.  
S SOUTHAMPTON.  
S STORNOWAY.  
S SUNDERLAND.  
S SWANSEA.  
S SYDNEY.  
V VICTORIA, VANCOUVERS' I.

## SOME SEAFARERS.

## XIX.

## PAUL JONES.

The name and fame of Paul Jones have by this time passed into the region of the fabulous. To the last century free-booter a number of adventures and crimes are attributed by the caterers of certain kinds of juvenile literature, which render him quite a full-blown myth. But despite the lurid halo of romance which surrounds him, there can be no doubt that the real man was distinctly remarkable. To begin with, he contradicts all preconceived notions about ragamuffins never coming to any good. Paul Jones was a villain of a pretty coarse and common stamp; yet, instead of swinging on Tyburn tree, he ended his ill-omened life as a naval officer of high rank and repute. Like Mark Twain's bad little boy, he grew fat in his misdeeds, and ended off by being rich and comparatively moral in the service of the American Government. It was in 1747 that Lord Selkirk's Scotch gardener was compelled to father this imp of darkness. The lad, as he grew up, gave proof of his alien parentage by evincing a thoroughly intractable temper. He was sullen, cruel, wheedling, and dishonest by turns, and when at the age of 12 he was sent to sea as apprentice to a merchant of Whitehaven, he is said to have distinguished himself by trying again and again to scuttle the vessel in which he sailed. Driven ashore by circumstances over which he had no control he seems to have become one of Lord Selkirk's men-servants, but ere long his cowardly love-affairs, his savagery to animals, and his often-broken promises obtained him his dismissal from flunkeydom, and he again returned to life on the ocean wave. This time he had the nous to make himself a thoroughly skilful seaman; in fact, it is in this industrious attention to the main chance that he differs from other less fortunate knaves. Legend tells many thrilling tales about Paul Jones's life as a smuggler. We hear of him as the terror of the coast trade in the North country. We hear of how he attacked rich merchantmen, and gained a most respectable number of golden guineas as the result of every desperate exploit. Tradition says he committed bigamy too. Very likely. It is a wonder it was not trigamy. His second legendary wife was a Boulogne hotel-keeper, whom he wooed in the most gentlemanlike and persevering way. He married her at last—she being thoroughly convinced of his respectability. For a time his inn was the rage, so cheap, plentiful, and withal excellent were the viands and wines. But as time went on Jones forgot his part a little, interrupted people in their talk, and, as an old biographer remarks, waxed so "dog-matical" and rough that his guests deserted him, and he again began to follow the sea. He was for some time mate of a slaver in the West Indies—that is certain. The captain and other officers dying of fever, Jones took the command, and did so well that the owners continued him in it. For long he went rollicking about the ocean, doing many dastardly and many daring deeds, till in 1773 he settled in Virginia on an estate left him by an elder brother. The Yankees were beginning their struggle with Great

Britain in earnest. The people of Boston boarded the tea-ships in that year, and flung the taxed merchandise into the sea.

It was then that the need was felt for bold men with little to lose and all to gain by the secession of the States from England. Jones's desperate character and stupendous energy at once commended him to the Congress. He was sent to London as a spy. Well known in Wapping and the City he excited no attention as he went about buying maps and charts of home waters. Returning to America he very soon obtained a post in the new navy, and is said to have been the first to hoist the 13 stripes which have since become the national flag. In command of the *Providence* he constantly engaged Lord Howe's ships, and on one occasion very nearly lost his little vessel in a six hours' engagement with the *Solebay*, a ship of much heavier tonnage and weight of metal.

On August 8th, 1776, the President of Congress presented Paul Jones in person with a captain's commission in the marine of the United States, and from this time onward nothing seemed impossible to the ex-smuggler. His whole life, indeed, seems to have changed; he was all vigilance and zeal for the land of his adoption, and as he added one success to another he became the object of public respect and attention. On one occasion he paid the wages of his crew out of his own pocket, on another he lent Congress his remaining fortune at a time when the Americans were doubtful of success.

Sent to France in order to take possession of a ship building in Holland for the American navy, he was the first to bring news of General Burgoyne's surrender at Saratoga to Europe. He was probably the first American, too, who received a salute from a foreign power, which, in this case, was that of France. The French Minister of Marine offered him a captain's commission in the navy of Louis XVI., in order that he might the more effectively conduct a descent on the coast of England. But he refused to sail under the lilies, for the American navy was full of traitors and he was afraid of being suspected of foul play. Sailing in the *Ranger* to Whitehaven he succeeded in burning some of the shipping lying in the harbour, but his men, who fought for gain rather than honour, and argued over every order he gave them, failed to back him up, and he was forced to abandon the affair. A story is told of how he next landed on the coast of Scotland and tried to seize the Earl of Selkirk in person, by way of revenge for past squabbles, and in order to exchange him for the American prisoners of war in England. Finding that his lordship was in London, he was about to return to his ship, which lay off Lord Selkirk's estate, when his men insisted on plundering, and in order to appease them he sent them to Lady Selkirk, and told them to ask her politely for the family plate. She gave it up to her ex-footman, as there was no help for it, but the latter before long chivalrously sent it back to her, at great expense to himself, and at the same time wrote her a pathetic letter, which was laid before the Court of St. James's, and is said eventually to have brought about the release of the Yankee prisoners, who had hitherto been treated as rebels and felons.

Having made a prize of the *Drake*

sloop-of-war after a very great tussle, Jones arrived in Brest-water. Here Admiral d'Orvilliers informed him that he must repair at once to the Court of Versailles where Franklin then represented the United States. He went, was presented to the proudest of European kings, and told that he had been chosen to lead a secret expedition which was calculated utterly to cripple Great Britain. But this expedition, like so many others, came to nothing, and Jones was finally sent out in a wretched ship, the *Bon Homme Richard* or *Old Richard*, to try and intercept the English Baltic merchant fleet which was expected to return home unconvoyed. With the *Pallas*, the *Cerf*, the *Vengeance*, and the *Alliance*, a new Yankee frigate, he sailed in his ramshackle, ill-armed little ship, having previously got together a crew of the motliest and worst sort.

On September 23rd, 1779, the French squadron sighted the Baltic fleet off Flamborough Head. As it was supposed that an enemy was off the coast, the red flag was hoisted on Scarborough Castle, the militiamen beat to arms, and people on shore began to look out for the novel spectacle of a sea-fight in those hitherto peaceful waters. The Baltic fleet, be it said, was convoyed after all by two men-of-war which numbered between them 66 guns. On the evening of the 24th the action began, the *Richard* alone fighting on the French side. Raked fore and aft by the Englishmen Paul Jones grappled with one of them, the *Serapis*, and a furious action took place at close quarters. The firing was so quick it could not be counted. Paul with his own hands served three cannon on his fore-castle. Whilst doing so he did not notice that his lieutenant had torn the stripes from the shattered stump where they still fluttered. The English captain was shouting "Do you ask for quarter?" But Jones up with a boarding pistol and shot his lieutenant dead. "I do not dream of surrendering, but I am determined to make you strike!" he cried. The *Pallas* at last joined in the fight, and the *Countess of Scarborough*, the other English ship, struck. But the *Serapis*, with burning rigging, still belched fire into the cranky *Richard*, till one of Jones's sailors, acting for himself, as they all did, ran along a yard and began to drop hand grenades down the scuttles of the *Serapis*. A gun blew up between decks, and thereupon the English commander came aboard with his officers and offered Paul Jones—Commodore Jones, I should say—his sword!

The battle had lasted more than four hours, and it ended in the privateer's favour. On returning to France the commodore was fêted on all hands. The King gave him a gold-hilted sword, a title, and an order of military merit, and Congress in 1786 voted him a gold medal. But in other respects the Yankees neglected him; they resented his boastful requests for further employment, and when he had been back to France as agent for all the prizes taken under his command in Europe he was suffered to enter the service of another power. In 1788 he entered the service of Catherine of Russia, that second Elizabeth whom we have to thank for the Eastern question. He was appointed to a command in the Black Sea with the rank of rear-admiral, but though an ardent Russian his success had deserted him. He returned

to Paris, and died disappointed and forgotten in 1792.

All his life long Paul Jones resented the title of "adventurer." The "short, thick, little fellow, of a dark and swarthy complexion" aimed at being thought a fine gentleman, an honourable officer. But there can be no doubt that he owed his success, not so much to his flashy qualities, as to his ferocious energy and unscrupulous devotion to the object of the moment.

THE Empress Victoria of Germany will arrive in this country on the 17th inst., on a visit to the Queen.

THE Glasgow-owned barque *Gulf Stream* recently arrived at Liverpool from Rangoon with a full cargo of rice, cutch, and teak timber, about 2,150 tons. She was berthed under the hydraulic cranes in the Wapping Dock, and next day over 900 tons were discharged, while on the following one over 1,000 tons were put out, and on the third day at noon the main hold was swept, and a week later she completed loading her outward cargo, and sailed for Rangoon.

A DEPUTATION from Trades Unions has had an interview with the Home Secretary, with the object of suggesting certain alterations in the Employers' Liability Bill. Mr. Broadhurst introduced the deputation, and presented a memorial urging the Government to give reasonable satisfaction to the just claims of the labouring population. After the speeches, the Home Secretary promised to give favourable consideration to the recommendations when the Bill went into committee.

CHARGE AGAINST A SHIPMASTER.—David Bews, late master of the steamship *Hughenden*, of West Hartlepool, was last Tuesday charged before the Liverpool Local Marine Board with having neglected to do anything towards saving the lives of his crew after his vessel came into collision with a Spanish vessel, called the *Ybaizabal*, off the coast of Portugal, last September. Mr. Paxton, who appeared for the Board of Trade, stated that when the collision took place the master was below, and the second mate was in charge of the vessel, and the shock of the collision appeared to have awoken the master, as he came on deck immediately afterwards. The second mate had given orders to get out the boats. There were 21 hands on board, and there were four boats to save them—two lifeboats and two jollyboats. The master, when he came on deck, ascertained what was the matter, and then, without saying a word, went down to his cabin again. He came up in a minute or two, but appeared to have given no orders nor taken any steps to save the vessel or the crew. If there was any urgent necessity to get into the boats—as events proved there was—the master ought to have taken steps to enable the crew to take to them. Instead of that, however, he jumped into the boat and shouted to the second officer to let go the painter. The latter did not do so till there were shouts of "Cut the painter," and the second officer, knowing that if that took place he would be left on board, jumped into the boat only just in time. The steamer appeared to have gone down with great suddenness, and the seven men remaining on board were sucked down with her. Five of these men were drowned, the other two being afterwards picked up by the boats. Mr. Paxton was sorry to say that that day he would only be able to bring forward one witness. After the Court heard his evidence, it would be for the court to consider whether the inquiry should be adjourned to enable other witnesses to be called, which, however, could not be done for five or six weeks, as they were at sea.—Theodore O. Ozir, the second officer, gave evidence containing the facts given in Mr. Paxton's statement.—Mr. Dickinson, for Captain Bews, urged that it would be unfair to keep his client on shore for six weeks with such a charge against him.—The court deliberated, and were of opinion that it would be impossible to "convict on the evidence of the second mate alone. They did not think it right to adjourn the inquiry for six weeks.—The Chairman said the court did not think the time which elapsed between the collision and the sinking of the ship—10 minutes—was sufficient to have allowed the second officer to notice everything the master did. There was no time lost in getting out the boats. They did not think it advisable to go on with the inquiry. The court then rose.

## CORRESPONDENCE.

### ALLEGED ATROCITIES AT SEA.

To the Editor.

DEAR SIR,—I enclose you herewith a cutting from the *San Francisco Call*. I have a similar cutting from the *Examiner*. I have been requested to ask SEAFARING to notice it, but would not have troubled you had I not had a very bad account of the *Star of Russia* sent me by one of our members independent of the enclosed. It appears that the crews of some of our British ships are fairly driven to desert from them on their arrival at San Francisco, owing to the bad treatment of the masters and officers. Can it be possible that the owners know nothing about this state of things? and that the masters make a good thing out of the wages the crews forfeit on leaving the ship, besides the usual share of the blood-money (usually two months wages) of the fresh crews shipped by the crimps?

There must be a reason, and the sooner it is exposed the better; and the Press is the surest means of exposing abuses.—I am, dear sir, yours faithfully,

WM. PATERSON LIND,  
Hon. Sec.

Amalgamated British Seamen's Protection Society,  
Trafalgar Hotel,  
Leman-street, London, E.  
November 5th, 1888.

### SAILORS' TROUBLES.

#### HOW THE SEAMEN OF THE "STAR OF RUSSIA" FARED.

Beaten and Kicked by the Captain and Mates.  
In Irons on Bread and Water.—A Sailmaker Lost Overboard.

When the British ship *Star of Russia*, Captain J. Legg, arrived in port yesterday after a trip of 128 days from London, she had no sooner dropped anchor than three of her crew, Frederick Marshall, William Keers, and John McLain, went ashore with their effects, and put up at the Sailors' Home.

Hearing that there had been trouble on the ship during the voyage a *Call* reporter found the men yesterday afternoon, and from them learned the story of the trouble.

Fred Marshall, a fine-looking, intelligent young sailor, about 25 years of age, when questioned related the story.

#### THE FIRST TROUBLE.

"When we were about six weeks out," he said, "two draw-buckets were missing, and the captain called all hands aft and asked who had lost them. No one seemed to know how it had happened, and the captain said he would punish the whole crew."

"I did not care to see all my shipmates punished, so I went to the captain and told him I had lost the buckets. He was furious, and as a punishment told me to stay on deck during my watch below for 14 days."

"He abused me terribly, and finally one day told me to go up and scrub the maintop-pole. This portion of the mast is the highest in the ship, and has no rigging on it, and it would be impossible for a man to scrub it unaided."

"I refused to do it after trying once and failing, and he put me in solitary confinement on bread and water for three days. Three biscuits and a pint and a half of water per day was all I had."

"On the 19th of February, in 56deg. south 67deg. west, the crew were called on deck to furl the mainsail, and I went out on the yard; and, seeing that it was impossible to furl the sail without the starboard clew garnet being slackened, I sang out to the mate to slack it."

#### BEATEN AND KICKED.

"When I came on deck the captain asked me what business I had to be giving orders. I answered that I could not pull the sail on the yard without the garnet being slackened, but he would not listen to me and struck me several blows in the face, knocking me down and under the poop ladder."

"While I was down, he kicked me a dozen or more times, but could not reach my face, as I protected it with my arms. He was cursing me like a madman all the time."

"The next time I went aft to take the wheel he began abusing me again, and I told him to wait until we got to Frisco and I would see what the law could do. He told me to look out, or he would take the price of the law out of me before we got there. About eight o'clock that evening the second mate, Barron, came on deck, and the captain told him if any of the sailors wanted to fight to send them aft, and he would kick their brains out. The rest of the voyage was not so bad, but he abused me with vile language all the time."

"The last 24 hours we were out not a man in the crew had a bite to eat or a drop to drink, and we were on deck all the time without sleep."

#### KEERS' STORY.

William Keers said that one Sunday afternoon he was ordered with two others—Johnson and Brown—to furl some sails, but that owing to the way the ship lay it was impossible. He tried to do it, however, and got out on the main topsail-yard, when the captain let go the braces and allowed the yard to swing around. Keers would have been thrown off had the gasket not come within his reach.

He grasped the rope and slid down by it to the deck.

Keers was a witness to the captain's abuse of Marshall, and said that the captain seemed to have a special dislike of him, and to pick on him at every opportunity.

John McLain had shipped at London, possessed of only the clothing he was wearing at the time, supposing that the vessel carried a "slop chest," as in American vessels. He could not get any change of clothing, and during the first five weeks of the trip was wet nearly all the time. In consequence he contracted a severe attack of rheumatism and became crippled.

"On the 26th day of December," said McLain, "while it was my eight hours below, the watch was called out to loose the foretopgallant sail. The first mate, Callaghan, told me to go aloft and help loose the sail. I told him I was sick and could not. He went and reported what I had said to the old man and he ordered him to put me in irons."

#### PUT IN IRONS.

"The first and second mates tried to catch me, but I got into the forecabin. I made up my mind after awhile that there was no use resisting, so I came out and told the captain I was ready to be ironed. They then put the irons on with my hands touching behind my back."

"The room in which they put me was small and close, and the way in which my hands were fastened made the rheumatism in my arms pain me terribly. I went to the door and called the captain, and asked him to iron my hands in front of me."

"He opened the door, but instead of fixing the irons he caught me by the throat and threw me against the side of the ship. My head struck, as I hadn't the use of my hands, and it nearly knocked the senses out of me. He kept me in irons two days longer and then let me out."

"While we were beating around the Horn, I got a scratch on my left middle finger, and by getting salt water and concentrated lye into the cut erysipelas set in, and my hand swelled up to about twice its natural size. I could not use it at all. I went to the captain to get it fixed, but he tore the bandages off and told me to go to work. I had to work with my right hand, pulling ropes and the like, all the time. Then my other hand got disabled by six large boils coming on the back, and I could not use either, even to eat."

#### THEY COULD GET WET.

"The mate made me stay on deck just the same, and when I wanted to go in the forecabin he told me if I could not work I could stay on deck and get wet with the rest."

"My body was black and blue all over from where I was thrown against the rail by the heavy sea."

The sailors have prepared complaints and will bring their case before the United States authorities.

#### A SAILOR LOST OVERBOARD.

The captain, in his report at the Merchants' Exchange, reports the loss of a sailor named William Rogers overboard on the 20th of February in 55deg. 58' south, 77deg. 49' west. The man was a native of Belfast.

Marshall gives the following version of the affair:

"The captain gave orders to loose the cross-jack, the third largest sail in the ship, and only allowed three men to do it. It takes at least six men to do it in a stiff breeze, and so when the sail flapped the sailmaker, Rogers, was jerked overboard."

"The mates got the starboard boat out at once and were about to give the order to let go when the captain came on deck and sang out, 'Hold that boat and don't let her go until I tell you.' He had the yards backed, the helm put up, and by that time we could not see the man."

"We hunted for some time and found his cap, but that was all. If the boat had been lowered when it was first got ready we might have found poor Rogers."

The three men forfeit all claim to wages by leaving the ship, as under the articles used on English ships sailors sign for the round trip, and are only to be paid off in some port of the United Kingdom.

The *Star of Russia* is owned by J. P. Carie, of Belfast, and brought a cargo of cement and coke.

It is said that in London and different parts of the country about 300 persons have at various times been temporarily detained on suspicion of being connected with the White-chapel crimes. In each case inquiry proved that there was no ground for supposing any of the men to be the murderer.

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The Executive Council is composed of not less than Sixty Gentlemen, seven-eighths of whom are, or have been, Commanders in the Merchant Service. The Corporation, while receiving the warmest sympathy and support of Shipowners, is governed entirely by Nautical Men in the interests of Masters and Officers particularly, and the Merchant Service generally.

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## Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, NOVEMBER 10th, 1888.

NINETEEN weeks ago, in the first number of SEAFARING, we stated that one of the objects of this journal was "to advocate such an alteration in the franchise, so far as seamen are concerned, as shall secure for them a voice in the councils of the nation." In the same number of SEAFARING we wrote:—

"Now that England's Empire stretches like a zone about the world,

'And the war drums throb no longer and the flags of war are furled,'

Still her seamen are to England priceless as they were of yore,

Laying at her feet the tributes of full many a distant shore.

Still 'tis theirs to wrestle sternly with the storm-fiend and the wave,

Still for England and for duty death these brave men daily brave;

Heretofore have they been silent, though their fame through earth has rung;

Be it ours to give them voices; be it ours to be their tongue!"

Nobody in any way connected with SEAFARING has the slightest ambition to be "their tongue" in any other sense than that of journalistic advocates, in which capacity we wrote—in SEAFARING, No. 8, August 25th—with reference to the absolute necessity of such an alteration in the franchise as shall give to the mass of seafaring men a voice in the election of members of Parliament;—

"The residential qualification for a vote which the law at present requires is one that precludes the great body of seamen from having a vote at Parliamentary elections. A vigorous agitation ought at once to be started to obtain an amendment of the law on this point. The average M.P.

will continue to give little or no heed to the seamen's claims until the seaman has a vote. To obtain a vote is one of the seaman's first needs, and to obtain it cannot be very difficult. The conscience of the country has only to be appealed to and the thing will soon be done. The madness and injustice of denying a vote to a class which forms the very backbone of the country must be so obvious to every rational being that we need hardly point it out. That seafaring men are, as a rule, men of at least as much intelligence as working men on shore cannot be disputed by anyone acquainted with both these classes. Yet, while even Hodge has a vote Jack has none. Of this same Hodge Lord Tennyson writes:—

'Ploughmen, shepherds, have I found and more than once and still could find,  
Sons of God and kings of men in utter nobleness of mind;  
Truthful, trustful, looking upward to the practised hustings liar,  
So the Higher yields the Lower, whilst the Lower is the Higher.'

If this be, as we are convinced it is, true of the rural class, it is still more true of the nautical class, except that, not having the proverbial homely wits of the home-keeping folks, and finding such shore-folk as seamen are generally brought into contact with to be thieves as well as liars, the nautical class might regard the heroes of the hustings with more suspicion than Hodge does, however practised in lying such gentry might be."

The circulation of SEAFARING being now so much larger than it was when the foregoing matter appeared, that matter will be fresh to the great majority of our readers. As yet nobody has even so much as attempted to combat our claim of the franchise for the seamen. On the contrary, signs are not wanting that this claim is obtaining increasing and influential support. Speaking the other day at Sunderland, Mr. Plimsoll asked why should not this class, who by the nature of their occupation are obliged to be away while elections were going on, be allowed to vote by proxy. He maintained that it was right and proper, and more than that, it was incumbent upon them to give seamen the power to vote by proxy, seeing they were prevented from voting in every other way. Still more significant than Mr. Plimsoll's advocacy of this claim is the fact that at the National Conservative Union meeting at Wolverhampton, last Saturday, in the absence of Mr. Bickley, of Cardiff, Mr. Grotrian, M.P. for East Hull—a Conservative and a shipowner—moved the following resolution:—"That

in the opinion of this conference the present opportunities for mariners of all grades for exercising the franchise are insufficient, and that when an election is coming on they should be allowed to vote by proxy if unable to be present at the polling booth." The hon. gentleman remarked that "he naturally felt great interest in this subject, because, in conjunction with his honourable friend the member for Boston, Mr. H. J. Atkinson"—who, by the way, is also a Conservative and a shipowner—"he had promoted a Bill in Parliament during the last two Sessions to achieve the object of the resolution, namely, to give fishermen, engineers, firemen, and seamen generally the opportunity of exercising the franchise, although they might be absent from their homes on the polling day. Their idea was to adopt the plan by which members of universities were permitted to record their votes." Mr. S. Austin (Sunderland) seconded the resolution, which was carried unanimously. This, surely, is a significant fact, and one that supports the statement made only two days before by Mr. Grotrian at the Hull Chamber of Commerce and Shipping meeting, that "the country generally was taking up the question, and it did seem hard that seamen should be practically disfranchised by reason of their being unable at elections to record their votes."

SEAFARING is not a political paper, and we are in no way concerned to attack or defend Liberals, Conservatives, or Home Rulers as such. Any or all political parties that try to promote the interests of the seafaring class will be commended for such efforts in these columns. That being the case, we must not only thank Messrs. Grotrian and Atkinson and the National Conservative Union for their action in this matter, but remind the Liberals of what took place in 1867 when Lord Beaconsfield, then Mr. Disraeli, "dished" them by giving household suffrage. It will be useless for the Liberals to complain that the Conservatives have "stolen their clothes while bathing" once the Conservatives have enfranchised the seamen and so established a strong claim to the seamen's votes. If the Liberal party is to get a share in the credit for that justice it must lose no time in making the enfranchisement of the seamen one of the planks in its platform, or at least pass at one of its representative gatherings a resolution similar to that which has been adopted by the National Conservative Union. It will not avail to

plead that individual Liberals like Mr. Plimsoll were in favour of the measure. If the Liberal party is to get any credit for the thing it must as a party pledge itself to secure the franchise for the seamen. True, it is rather late in the day, now that the Conservatives, who are strong enough to carry it, are committed to the step. But a tardy repentance is better than none at all. As to the Irish members, Mr. Grotrian says they blocked the Bill and he calls upon our maritime population to remember the fact against them. Irish members would do well to note this. They will not advance the cause of Home Rule by denying justice to seafaring men and thus rendering themselves unpopular with so large and powerful a body as seafaring folk and their friends. How influential and large is the number of the friends of seafaring folk they will readily perceive by simply remembering that from the Prince of Wales, who has a brother and a son at sea, down to the paupers in the workhouses, there are few individuals in this maritime country who have not some relation, connection, or friend belonging to the seafaring class. That class, moreover, includes many Irishmen, consequently Irish members, by refusing it justice, do a grievous wrong to many of the best and bravest of the Irish people.

#### NAUTICAL NEWS.

BOMBAY is to have graving docks. It is reported from Cronstadt that ice is setting in fast.

ON Sunday there was not a single vessel in the Avonmouth dock.

BRISTOL Dock Board will erect a new granary at Portishead.

RAPID progress is being made with the construction of the Penarth pier.

CUSTOMS duties at Bristol in October last were over £98,000.

CAPTAIN BOYLE, R.N., has been appointed to the command of H.M.S. *Ajax* at Greenock.

ENORMOUS catches of herring have lately been taken along the North Devon Coast.

THE blacksmiths in the Dundee shipyards have struck for an advance of 1s. per week.

LAST Tuesday heavy seas swept over the promenade at Penzance, making breaches of 40ft. and 20ft. wide.

ON Saturday, her Majesty's troopship *Himalaya* sailed from Portsmouth on a lengthened round of trooping service.

THE Roumanian Government have just augmented their small navy by the addition of three coastguard vessels.

A SPORTING man committed suicide by leaping overboard from the Calais steamer on Saturday night in mid-channel.

ADVICES from Alaska announce the safety of the 13 whalers which have been icebound for some time past off the north-west coast.

THE new armour-plated cruiser *Immortalite* has been added to the active list of the Royal Navy upon her completion for foreign service.

A SCHOONER-RIGGED steamer of about 800 tons on Monday passed the Lizard, going west, having apparently had her funnel carried away.

A COMPANY is being formed by large Russian capitalists for the construction of docks in the Russian principal ports and of shipbuilding yards.

THE boilermakers in the employment of Messrs. J. and G. Thomson, shipbuilders, Clydebank, have struck for an increase of a halfpenny per hour.

THE Channel Squadron is under orders to refit and rendezvous at Portland on December 10th for the annual winter cruise extending over Christmas.

THE Arctic whaler *Earl of Mar and Kellie*, with 45 tons of oil, called at Lerwick, Shetland, last week, to land the Shetland portion of her crew and to coal.

FIVE young men who took a small boat out for a sail on the Mersey, on Sunday, have been towed up from the Formby Lightship, having taken refuge there.

THE master of the *Alice Jane*, of Guernsey, thanks the crew of the pilot-cutter *Cynthia*, of Southwold, for rescuing him and his crew, and conveying them to Harwich.

FURTHER particulars regarding cyclone in Madras state: Vessels in harbour put out to sea on approach of storm. The *Bhundara* was disabled, and the *Sersa* went to her assistance.

MESSRS. NAPIER, SHANKS, AND BELL, shipbuilders, Yoker, on the Clyde, have contracted to build a three-deck passenger steamer for a Canadian firm for traffic on Lake Erie.

MESSRS. RUSSELL AND CO., shipbuilders, Greenock, have launched a large steel screw-steamer to the order of Messrs. Herman, Strausberg and Co., New York, and constructed to carry 3,500 tons of oil.

IT was stated, last Wednesday, that within the last two days a large fleet of vessels have arrived at Grangemouth, and the docks are crowded. The dock authorities have again hoisted the red flag in order to detain further arrivals in the roads.

THE report of the Tees Conservancy states that during the recent operations 300 trees of an ancient forest, and many hundreds of huge boulders, have been removed from the river bed.

THE master of the steamer *Marquis Scicluna*, at Constantinople, reports that he saw an English steamer capsize in the Black Sea, but was unable to render assistance on account of rough weather.

THE arrivals from foreign ports at Leith last week with cargoes were 24 steamers and 10 sailing vessels, against 22 steamers and four sailing vessels in the previous week. The general trade of the port continues active.

A DESPATCH received at New York from Key West announces that the United States Revenue cutter *Crawford* has seized and conveyed to that port the Spanish schooner *Engracia*, of Havana, for smuggling.

IN Parliament Mr. Penrose Fitzgerald will ask the Secretary of the Board of Trade "What steps he proposes to take with reference to the alarming disclosures recently made with reference to the rule of the road at sea."

*St. Nicolas*, which arrived on Monday at Grangemouth, encountered terrible weather off the North Cape. She lost one man overboard, and had nearly all her sails split and torn away. The crew were worn out with fatigue.

THE Italian Government have awarded a medal to Walter Robert Anderson, late mate of the *Arecuna*, of Glasgow, in recognition of his services in assisting to rescue the shipwrecked crew of an Italian brigantine in October last year.

WHEN the British ship *Bothwell*, Captain Melrose, was in San Francisco, her master bet Captain Watson 100dol. that he would make the passage to Liverpool by October 4th—120 days. Captain Watson accepted the wager and has won the money.

ON Monday the captain of the steamer *Dracona*, loading at Dundee for New York, engaged a number of hands. Firemen, it is said—we are not responsible for the statement—"receive £4 5s. per month, and able seamen £4."

H.M. cruiser *Calliope* at Sydney from the New Hebrides reports an affray in the islands between "a recruiting schooner" and the natives, who fired on the vessel, killing the mate and seriously wounding a seaman and another person.

THE Commissioners of Irish Lights give notice that on or about January 1st next, alterations will take place in the character of the light shown from the Bull Rock Lighthouse, and that the light from Dursey Head Lighthouse will be discontinued.

THE Bristol Chamber of Commerce last Wednesday held a special meeting, at which representatives from Newport, Swansea, Cardiff, and Gloucester attended for the purpose of considering the Lundy Island Harbour Refuge scheme.

MR. CHAMBERLAIN sailed from Liverpool, on Saturday last, in the Cunard steamer *Aurania*, for New York, for the purpose of celebrating his marriage with Miss Mary

Endicott, only daughter of Mr. W. C. Endicott, Secretary of War in the Government of President Cleveland.

A NEW electrically controlled torpedo, which is propelled by compressed carbonic acid gas, is now being tested by the United States Naval authorities. The weapon is said to be 40 feet long and 24 inches in diameter, but no particulars of its construction or peculiarities are to hand.

WHEN the navy estimates are reached in Parliament, Lord Charles Beresford intends to raise questions relating to the Royal Naval Reserve, to shipbuilding, to the reserve of merchant cruisers, to the Secretary's Department, and the Intelligence Department of the Admiralty.

It is reported from Shanghai that the river Yangtze is in some important places beginning to shoal. Off Woosung the depth of water has decreased by three feet, especially during the last three or four months. The deposit of mud and silt is attributed to the Yellow River, which now finds outlet for part of its waters into the Yangtze.

It is announced that an agreement between her Majesty's Government, the British North Borneo Company, the Rajah of Sarawak, and the Sultan of Brunei, embodying the principle of a British Protectorate for the territories of the three last-named has been now signed by all three. The signature of the Sultan of Brunei has been added only quite recently.

At the Birkenhead Police-court, two youths, named John Harris and Isaac Huxley, have been charged with assaulting Joachim Matcarunas, a coloured steward on board the steamer *Hispania*, lying in the Birkenhead Dock. Harris was sent to gaol for two months, and Huxley for one month, both with hard labour.

It is reported from Quebec that the Norwegian barque *Laura*, recently condemned and sold for 7000 dol., has sailed for Bordeaux with a cargo of deals. Her owners caulked her topsides, made some other trifling repairs, and had her registered at Quebec. One successful voyage at present freight rates will more than pay for the vessel.

THE Lloyd Steamship Company's vessel *Helios* started from Trieste for Brazil with 400 Austrian emigrants, chiefly Triesters and Slavs. Another batch of 800 will shortly be sent out, and it is intended to transport 10,000, if possible. The passage of these emigrants is paid by the Brazilian Government, and grants of land have been promised them.

DURING the past month the number of British vessels arriving at Bristol from foreign ports were 62, with over 46,000 tons of cargo, whilst 18 foreign vessels came in with nearly 9,000 tons cargo. Twenty-six British vessels cleared outwards with cargoes amounting to 20,000 tons, and two foreign vessels left with 2,300 tons.

MESSRS. CAIRD AND CO., shipbuilders, Greenock, have contracted to build a paddle-steamer of 220ft. in length for service in South American waters. Her internal equipments will in not a few points resemble Mr. MacBrayne's favourite steamer *Columba*. Her construction is to be superintended by Captain James Williamson, of the *Ivanhoe*.

THE loading facilities at Burntisland were fully employed last week, and prospects continue good. Twenty vessels were cleared with coal cargoes, 17 of them being steamers. Their cargoes amounted to 19,651 tons coals, and their registered tonnage to 11,013. The shipments in the same week of the previous year were 17,319 tons. Imports have been also ahead.

NELSON's flagship *Victory*, last Monday, left Portsmouth Dockyard, after undergoing repairs which will probably keep her in good condition for another century. She is moored between the flagship *Duke of Wellington* and the *St. Vincent* training-ship. Salutes will be henceforth fired from the *Victory*, and court-martial will be held on board.

THE two first meetings this season of the Royal Geographical Society will be of unusual interest. At the first, on November 12th, Mr. H. H. Johnson, her Majesty's Consul on the West Coast of Africa, will describe some of the results of his recent visits to the Cameroons and the oil rivers. At the second, November 26th, Mr. Joseph Thomson will give an account of his recent visit to Morocco.

At the Clyde during the past month the arrivals numbered 123 vessels, of 115,996 tons, being 6,503 tons under the inward tonnage in October last year. Over the 10 months of this year arrivals aggregated 1,178,289 tons, which shows an improvement to the extent of 21,590

tons over the arrivals during the same period last year, and of 370,284 tons over those for the 10 months in 1879.

THE weather on the north-east coast during last week was singularly fine and mild for the time of the year, and the sea was quite smooth. Under these favourable circumstances the deep-sea fishing industry on the north-east coast was uninterruptedly and actively prosecuted, each day witnessing fine catches of excellent fish by the trawlers and hand-line fishing cobs.

THE "last scene of all that ends the strange, eventful history" of the *Great Eastern* big ship takes place on board on Tuesday, the 20th of this month, when Messrs. Dixon and Moore, auctioneers, of Liverpool, will submit to the hammer the whole of the iron and other metals, boilers, engines, machinery, timber sail, rope, boats, furniture, &c.

THE two pilots, Parker and Bailie, on board the steamers *Balmoral Castle* and *Princess of Wales*, which collided on the Clyde, near Skelmorlie, recently, have been charged at Edinburgh with failing to navigate their vessels with proper and seamanlike care, and thereby causing the death of three men on board the *Princess of Wales*. They both pleaded not guilty, but were sentenced to four months' imprisonment.

At the Elgin Sheriff Court, on Monday, Alexander M'Leod, labourer, Lossiemouth, sued Bell Brothers and M'Lellan, steamship owners, Glasgow, for £500, restricted to £156, for injuries received by a barrel of coals having fallen on him while discharging the steamer *Olivia*, belonging to the defendants, at Lossiemouth. Defendants settled the case by paying £87 10s. and expenses.

ON arrival of the Great Eastern Railway Continental steamer *Harwich*, from Rotterdam, at Harwich, on Tuesday night, the captain reported that the chief mate, Charles Cross, was missing. He was last seen at his duties about half an hour after leaving Rotterdam. His watch and chain and purse were found on his table in his cabin. The missing officer leaves a wife and family.

THE body of Randolph Krouse, fireman on board the steamship *Ensign*, of Glasgow, was picked up in Morecambe Bay last Monday. The deceased, who had been jumping about the vessel during the night, missed his hold, and fell into the water, his head striking against the vessel in his descent. The face was much disfigured. The deceased was a married man about 45 years of age, and lived at Plantation-street, Glasgow.

ADVICES from San Francisco state that Major T. J. Blakeney, superintendent of the Life Saving Service of that coast, says that as soon as the funds are available the new life-saving station to be located between Point San Pedro and the Ocean House will be put up. Others will be erected at Yaquina Bay, Umpqua River, Gray's Harbour, and at Loomis Place, on the Washington Territory coast.

THE Waterford Steamship Company were fined, on Wednesday last, at Liverpool, 40s. and costs, for taking in cargo on board the *Comeragh* without having previously lime-washed her where cattle had been placed and brought to Liverpool. The same firm had been several times previously convicted, and Mr. Raffles cautioned their representative that the fine for the next offence would be £5 and costs. For the defence it was stated that the ship had been thoroughly cleansed, but not whitewashed.

AT Liverpool a sailor, whose name is not mentioned in the report, has been charged with having disobeyed the lawful orders of the master, Captain Edward Parry, of the British vessel *Venetian*, while on a voyage from Liverpool to Boston. Evidence having been given as to the disobedience, the magistrates sentenced the prisoner to seven days' imprisonment without the option of a fine, the imprisonment to be without hard labour.

SEVERAL shipmasters (two of whom are owners) at Antwerp have sent a petition to the Mayor of Plymouth, stating that the finding of the Local Marine Board in the case of Captain Morris, of the barque *Harry Buschman*, is in their opinion very severe, as, according to the court, Captain Morris has been guilty of neglect, thus rendering him liable to have his certificate suspended.

A TELEGRAM has been received at North Shields by the friends of two seamen named Thomas and John Swinney, belonging to the steamer *Saxmundham*, of Newcastle, sunk by collision in the English Channel last

Sunday, stating that the jolly-boat, containing eight of the crew of the steamer, including themselves, who were supposed to have perished, have been picked up by a passing barque and landed at London.

THE British Consul-General in Vienna has been instructed by the Foreign Office to request Professor Novak to furnish him with information about his famous weather plant. The committee of the Jubilee Exhibition, which has just closed, has promised Professor Novak a certificate to the effect that the weather forecasts made by his plant were correct in 96 cases out of 100. He has made arrangements to exhibit the plant in England.

INTELLIGENCE comes from Zanzibar that Lieutenant FitzHerbert, of the *Algerine*, has made a gallant capture of a large slave dhow, which had carried 200 slaves, off the north coast of Madagascar. Both his boats were capsized, but he righted them, and continued the chase with one rifle and four revolvers. The Arabs maintained a heavy fire till all the boats had grounded on the surf. The *Sakalavas* then carried off all the slaves save 27, who were rescued by Mr. FitzHerbert.

AMONGST the passengers by the British and African Company's steamer *Calabar*, which left the Mersey on Saturday for the West Coast of Africa, was Bishop Crowther, well known on the coast for his missionary and other work. Bishop Crowther, who is an African native, is an octogenarian, but, despite his years, retains great activity, both physical and intellectual.

It was *La Belle Poule* that carried home the remains of the First Napoleon from St. Helena. The ship has ever since been moored in Toulon Harbour, where she was used as a floating barracks for old sailors, and there is now some talk of completely "shivering the timbers" of the venerable craft, as it costs the State too much for constant caulking and general patching up.

THE Union Steamship Company are displaying, says *Engineering*, much enterprise in re-engining their steamers. For a considerable time they have had one or other of their liners in the hands of engine constructors, and now the seventh is on the Clyde having her compound machinery replaced by triple-expansion engines by Messrs. John and James Thomson, Finniestown, Glasgow. This vessel, the *Pretoria*, will be followed shortly by the *Arab*, to be similarly treated by the same firm.

IN London, last Tuesday, was heard the case of Moller, Graetz, and Co. v. Barwick, an action by merchants against the managing owner of the steamship *Cotherstone*, for damage alleged to have been caused by bad stowage to three parcels of phosphates shipped at Montreal for London. At the close of the plaintiffs' case the jury were discharged, and the learned judge, having heard counsel on the points of law involved, gave judgment for the defendant, holding that under the terms of the bill of lading the shipowner was exempted from liability.

A MEETING of the South Shields branch of the Union of Seamen and Firemen was held on Tuesday night. The general secretary (Mr. J. H. Wilson) spoke in favour of sailors being allowed at Parliamentary and municipal elections to vote by proxy. Colonel Gounley, M.P., he said, was among the first to introduce a Bill for that purpose. At the recent municipal contest in Sunderland over 40 sailors who had intended to vote for him had to set sail before or on the day of election, and thus their votes were lost to him.—The first meeting of the Glasgow branch of the Union was held in Glasgow on Tuesday night, and 24 new members were enrolled. The men are still on strike for an advance in their wages from £3 15s. to £4 per month. The secretary reported that the rumours as to men from Sunderland shipping at the old rate proved on inquiry to be without foundation.—The Liverpool branch also met on Tuesday night, and enrolled 25 new members. Substantial progress was reported to have been achieved by the recent conference in Sunderland. Some discussion took place with reference to the appointment of Captain T. S. Lemon and Mr. Matthew Calligan as sailors' representatives on the Consultative Committee for the working of the Life Saving Appliances Bill. It was decided to petition the Board of Trade against their retention on the committee.

COMPLAINTS having been made with regard to the system of job and check now in vogue in the Royal Dockyards, Captain Price, M.P., wrote to the First Lord of the Admiralty on the subject, and has received a reply from his

lordship, stating that the system is necessary to enable the dockyard authorities to draw a fair conclusion whether the men employed on day work earn generally the wages they actually receive on the prices fixed by the Admiralty for task and job work.

It is understood (says a correspondent) that part of the programme for strengthening the navy, foreshadowed recently by Lord George Hamilton, is an increase of the force of Royal Marine Artillery to the extent of 1,000 men. The Royal Marine Infantry and Artillery are the only long service corps now in her Majesty's service, and the Artillery are the picked men from recruits of six months' standing. The Marines welcome this increase as a recognition of their distinguished services, which have often been overlooked.

The following "Notice to Mariners" has been issued from the Hydrographic Office, Admiralty:—"Information has been received from the Naval Commander-in-Chief on the East India station that on her Majesty's ship *Bacchante* visiting Diego Garcia in June, 1888, the establishments of the Orient Steam Navigation Company, and of Messrs. Lund and Co. were being closed; and that on that ship's departure only about 300 tons of coal remained on the island. Diego Garcia, therefore, can no longer be depended on as a coaling station."

The *Fortnightly Review* for November reviews a question of the highest importance in regard to our national security by publishing carefully written and weighty contributions emanating from Lord Alcester, Admiral of the Fleet Sir Thomas Symonds, and Admiral Sir G. Hornby. These three men, the editor observes, who as authorities are not surpassed by any experts under Lord George Hamilton and his colleagues at the Admiralty, "unite in asserting that our navy in order to discharge its duties in a war with France alone, should be almost three times as strong as it is at present."

The agents of the Oceanic Steamship Company, which carries the mails between San Francisco, the Sandwich Islands, and the Australian Colonies, have received an official despatch that the Australian Government has extended the mail contract with their company for one year from November. It has been stated that the service was likely to be handed over to a line of steamers running to Vancouver in connection with the Canadian Pacific Railway. The significant point about the message is in its tail. We are told that "the mails will continue to be carried through United States territory and by American steamships."

The details of the new arrangement for steam navigation between the Russian Siberian ports and Japan, Corea, and China have been published in Vladivostok. The contract between the Russian Ministry of Finance and M. Sheveleff, the shipowner, lasts 15 years. The subsidy is three roubles a mile for each mile covered. There are to be three steamers; the first, a small coaster, must cover 15,000 miles in the year; the second, a large one, 15,000 miles between the ports in the Gulf of Tartary; and the third 28,000 miles beyond Russian territory, Vladivostok being in each case taken as the starting-point.

On Saturday a memorial window was placed in St. Luke's Church, Maidenhead, in memory of the late Admiral Sir A. Cooper-Key. The inscription beneath the window is as follows:—"He sat down and taught the people out of a ship." In memory of Admiral the Right Honourable Astley Cooper-Key, G.C.B., who died March 3rd, 1888." The window contains a representation of Christ instructing from a ship the multitude on the shore. Amongst the subscribers to the memorial were Lord Brassey, the Earl of Northbrook, the Marquis of Tweeddale, and Field-Marshal Sir Patrick Grant.

At London an action has been tried, which was brought by the owners of the steamship *Haswell* against the owners of the steamship *Vindomora*, to recover damages for a collision which occurred in the North Sea in September last. The Court found the *Vindomora* to blame for porting her helm on hearing the whistle of the *Haswell*, and before the position of that vessel could be ascertained. With regard to the *Haswell*, the judge came to the conclusion that she had starboarded her helm before the *Vindomora* came in sight, and that she was therefore also to blame.

A CONCERT has been given by the Railway Employes' Choral Union, in the hall of the Seamen's Friend Society, No. 37, Park-lane, Liverpool, which was crowded. Mr. J. M. Wilkie, general superintendent, occupied the

chair, and opened the proceedings in his usual business-like manner. The leading piece of the evening, "The Musical Miller," was given in excellent style, and a very happy evening was spent. Mr. Wilkie and his co-workers spare no efforts for the good of our sailors, morally and socially. Meetings and interesting lectures are held every day and evening. Funds are sadly needed at present for the good work now being done.

THE bye-law of the Whitstable Oyster Company, which provides that any member who is found purloining oysters belonging to the company shall be fined £1 for every oyster taken, has been put in force this week, and the other day, one of the members, on coming ashore after dredging, was met by the foreman, who informed him that he must be searched. This was accordingly done, and, besides a few oysters in his pockets, 70 were found in his boots. The jury were at once called together, and, having considered the matter, fined the delinquent in the sum of £70 for the oysters discovered in his boots, no notice being taken of those he had in his pockets. The fine was paid.

THE returns of the Board of Trade show that during the past month 23,478 emigrants of British origin left our shores, of whom 16,583 were English, 2,325 Scotch, and 4,570 Irish; 15,781 went to the United States, 2,010 to British North America, and 3,059 to Australasia. The total numbers in October, 1887, were 16,214 English, 2,387 Scotch, and 5,040 Irish, who went to the above-named places in about the same proportions. For the past 10 months the total number was 256,116, or about 900 more than in the first 10 months of 1887, and of them 182,042 went to the United States, 34,065 to British North America, and 25,547 to Australasia.

THE number and tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of October, 1888, and the number of lives lost, are as follows:—Sailing vessels 51, tonnage 12,315, lives lost 42. Steamships four, tonnage 3,154, lives lost two. Total 55, tonnage 15,469, lives lost 44. The above is a record of "reports received" in the month, and not of wrecks which occurred during the month. Many of the reports received in October relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included. —THOMAS GRAY, Assistant Secretary, Marine Department, Board of Trade, November 1st, 1888.

At South Shields, William Thomas Kayell, master of the *Regius* (s), of Liverpool, has been summoned for refusing to pay J. Connell, fireman, recently employed on board that vessel, £19 5s. 7d., wages. Defendant stated that he "logged" Connell for two days' pay, according to articles of agreement, for not being on board at the right time. A further cost of 15s. 5d. was incurred by having to offer a reward for Connell under the instructions of the British Consul at Yokohama, which were also deducted, and shown on account of wages. The total deductions amounted to £1 14s. 7d., and the balance of wages had been offered to Connell and he refused it. The Bench made an order for payment of £19 0s. 3d.

FURTHER particulars of the earthquake which occurred on September 1st, show that at Lyttelton the water in the harbour was agitated, and vessels were observed to swing from their moorings. Hammer Plains Springs were in great commotion, throwing up great quantities of mud and gas. Several rents in the earth have occurred in various places on Hammer Plains and Upper Waiau, and gas was boiling from a number of them. Huge rocks were rolled down the hillsides, and several landslips have taken place. One or two homesteads are reported to be wrecked at Hopefield, Woodbank, and Glynnyroye. No person was injured. The shock was felt over a radius of 300 miles from the centre of the disturbance.

At Whitechapel County-court, on November 6th, an action was brought by J. W. Perry, a bargeowner, of 37, Diggon-street, Stepney, to recover from Hugh J. Shelbourne, bargeowner, of 70, Fenchurch-street, the sum of £20 6s. 6d., in respect of damage occasioned to the plaintiff's barge *Kate*, by reason of the negligence of the defendant's servant. The defendant counter-claimed for £56 16s. 6d. for damage done to his barge *Thaneys*. After hearing the evidence, the judge said that it had not been proved to his satisfaction that there had been negligence on the part of the

defendant, and, therefore, he found against the plaintiff. In regard to the counter-claim, judgment would be entered for the plaintiff, as it had not been proved that his barge was in such a defective condition as to cause damage to the defendant's craft. Order accordingly.

At a meeting of the committee of the Liverpool Shipwreck and Humane Society the following awards have been made for courage and humanity in saving life:—30s. to John Brown, seaman, for having jumped into the Langton Dock, at 2 a.m., October 10th, and rescued a man who was thrown into the dock by the overturning of a plank on a stage and was rendered insensible by an injury to his head in falling; 10s. to John Brownell for having jumped into the Leeds and Liverpool Canal and rescued a boy from being drowned, on the 14th of July last; 10s. to Henry Shaw for having jumped overboard from a flat and rescued a girl who had fallen into the canal on October 10th; 10s. to Thomas Hughes for having gone into the river at the Cockle Hole at the Coburg Dock and rescued one of two boys who, while quarrelling about some fishing lines, had fallen into the water on September 29th. During the month of October 43 small awards were paid amounting to £6 9s. 6d.

At a Local Marine Board Inquiry, at Bristol, Robert Cumming, of Bute-road, Cardiff, late second engineer of the *Scotsman* (s), was charged with incompetency and misconduct. It appeared that the defendant signed articles at Cardiff, and it was stated that when he proceeded on board the captain refused to allow him to remain, on the ground of intoxication. Inspector Williams deposed to finding defendant, shortly after his leaving the vessel, unfit to perform his duties. The defendant denied that he was unfit to perform his duties. The Board found the charge proved, and directed that his certificate should be suspended for four months.—An inquiry was also held into the conduct of John Michael, second mate of the *Timsah* (s), of London, whilst on a voyage from the United Kingdom to Mediterranean ports, who was charged with various acts of drunkenness during the course of the voyage. The defendant admitted the charge, and, after hearing the evidence, the Board found the case proved, and suspended the defendant's certificate for two months.

THE first annual conference of the National Amalgamated Union of Seamen and Firemen at Sunderland has been concluded. Mr. Nicholson (Liverpool) spoke of the establishment of the Union at that port. He believed a tree had been planted which would bear excellent fruit. The secretaries of the other branches of the Union must look to their laurels, for the Liverpool men were determined to be first in point of numbers. Mr. Scott, another Liverpool delegate, spoke in a similar strain. They were convinced, he said, that the Union was solidly established, or its existence would not be tolerated. Mr. Gardiner (Cardiff) detailed the progress of the movement there. Thanks were then presented to the general secretary (Mr. J. H. Wilson) for arranging the conference and the demonstration in connection with the recent visit of Mr. Samuel Plimsoll. A similar compliment was paid to the delegates and to the chairman. The next annual conference will be held at South Shields, when it is expected that 20 branches of the Union will be represented.

At Grimsby, on Nov. 5th, James Phillips, a man of colour, was charged with illegally shipping seamen.—Mr. Hill, Deputy Superintendent of Mercantile Marine said on the 29th he was in the office for the purpose of signing five men off from the ship's articles of the steamship *River Garry*. After the men had signed off one of them returned, and made some dispute about an advance note. The master at last paid the note, when Phillips was asked by the captain if he had any more men.—Defendant replied "Yes, one or two," and immediately went out and brought in two men.—Mr. Millin, agent for James Hill and Co., of Glasgow, owners of the steamship *River Garry*, said defendant was not their agent nor was he their servant; in fact, he was unknown to the firm.—For the defence it was urged that Phillips went down to the Board of Trade office, at the request of one Fritz Nicholson, in reference to some dispute. When he went into the office the captain of the *River Garry* asked him if he had any men, and defendant, out of charity, simply recommended two men whom he knew were outside, and wanted a ship.—The magistrates fined the defendant £5, including costs.

## SHIPS SPOKEN.

Glanperis, Cochon for Havre, November 2nd, 49 N 7 W, per Britannia s, at Liverpool.  
 Palermo, October 28th, 41 N 67 W, per Etruria s, Cook, at Liverpool.  
 J. W. Holmes, Philadelphia for Dunkirk, November 2nd, 40 miles south of Longships, per Thos. Coats s, at Bordeaux.  
 Sea Foam, October 30th, 48 N 38 W, per Virginian s, Fox, at Liverpool.  
 VWRJ (English barque), Cardiff for Batavia, September 10th, 20 S 31 W;  
 JQWN (Norwegian brig), steering south, September 10th, 20 S 31 W—last two per Rudolph Josephy, at Falmouth.  
 HMBV (Norwegian barque), bound south, October 15th, 28 N 35 W, per Sinquasi, at Falmouth.  
 Bolivia, of Belfast, from Rangoon, November 2nd, 28 miles NE of Caskets, per Ella s, at Southampton.  
 Southern Queen, Moulmein for Falmouth, October 26th, 43 N 25 W, per Rhenania s, at Havre.  
 Windsor Park, New York for Madras, October 12th, 9 S 35 W;  
 National, Shields for Valparaiso, October 17th, 11 N 28 W;  
 King Alfred, Cardiff for Iquique, October 17th, 14 N 28 W;  
 Wilhelm, Hamburg for Rangoon, October 17th, 14 N 28 W;  
 C. E. (British), October 23rd, 35 N, 17 W—last five per Entre Rios s, at Havre.  
 Bessie May (British brig), from Barbadoes, October 22nd, 32 N 74 W, per Prins Willem I. s, at New York.  
 Hugh Cann, Buenos Ayres for Portland, September 27th, on the Line, per Rossignol, at New York.  
 John Currier, of Boston (Mass), steering south, October 12th, 8 S 32 W;  
 Ada Peard, Newport for Monte Video, October 25th, 30 N 19 W;  
 Elise of Bremerhaven, steering SE, October 31st, 48 N 8 W—last three per Dante s, at Bristol.  
 Hedvig (German barque), September 13th, 8 S 26 W;  
 Corryvreckan (British barque), September 13th, 8 S 26 W—last two per Ebenezer, at Antwerp.  
 Anna (German ship), September 26th, 12 N 27 W;  
 Argo, Hamburg for Valparaiso, September 26th, 12 N 28 W;  
 City of Liverpool, Newport for Rio Janeiro, October 20th, 43 N 17 W;  
 Cumberland, of Workington, October 22nd, 42 N 15 W—last four per Lizzuf, at Hamburg.  
 Anna (German brig), from Stettin, November 1st, 57 N 4 E, per Emerald s, at Arbroath.  
 William Hales, New York for Singapore, September 21st, 9 N 38 W, per Lucille, at New York.  
 Medina (British brig), from Port-au-Prince, bound north, October 7th, in Crooked Island Passage, per May, at New York.  
 Jessie Morris, of Newcastle, steering east, October 28th, 49 N 15 W, per Nigretia s, at Liverpool.  
 JHTL (?) (American barque), steering south, September 20th, 24 N 4 W, per Vasco de Gama, at Hamburg.  
 Peacemaker, New York for London, October 14th, 42 N 64 W, per Italia s, at New York.  
 Diana (German barque), October 4th, 43 N 53 W, per Arabia, in the Thames.  
 James W. Fischer (British three-masted schooner), October 6th, 21 S 40 W;  
 RFHN (?) (British schooner), steering north, October 11th, 11 S 36 W;  
 Elvion, Pisagua for Hamburg, October 16th, 7 N 27 W;  
 West Glen, Valparaiso for Falmouth, October 17th, 10 N 26 W;  
 Latona (British barque), steering south, October 17th, 10 N, 26 W;  
 Triton, of Wismar, for Buenos Ayres, October 17th, 12 N 25 W;  
 HKPL (?) (British barque), steering south, October 17th, 12 N, 25 W;  
 Albertine (British barque), steering south, October 19th, 18 N, 22 W;  
 Hampton Court (Bremen barque), steering south, October 22, 29 N 16 W—last nine per Petropolis s, at Lisbon.  
 Henry, of Tonsberg, November 1st, South Stack bearing SE by E nine miles, per Leinster s, at Holyhead.  
 George B. Doane, St. John (NB) for Bristol, October 12th, 45 N 50 W.  
 HTRB (Norwegian barque), steering west, October 14th, 41 N 62 W.  
 JSNH (barque) bound SE, October 18th, 39 N 71 W.  
 William Hales, New York for Singapore, October 21st, 7 N 38 W, per Lucille, at New York.  
 RGSN (German ship), bound west, October 9th, lat 42, lon 62, per Theodore Fischer, at New York.  
 Unanima, Philadelphia for Dunkirk, October 14th, 40 N 66 W, per Salacia, at New York.  
 Scottish Knight, Hamburg for Brisbane, September 4th, 24 S 32 W;  
 County of Haddington, Liverpool for Calcutta, September 21st, 6 S 29 W;

Tri Sina, Shields for Monte Video, September 25th, 3 N 28 W—last three per Zoe, Skinner, at Liverpool.  
 F. C. Sieben, Shields for Guayaquil, September 22nd, 15 N 27 W, per Antonia, at Amsterdam.  
 Flintshire, Liverpool for San Francisco, October 23rd, 46 N 16 W, per Sommeldijk, at Amsterdam.  
 Foyle, of London, Jamaica for Calcutta, September 23rd, 22 S 89 E, per Hubbock's, in the Thames.  
 Thomas and Mary, of Sunderland, Archangel for Hull, October 29th, off Souter Point.  
 JSKR (?) (English barque), from London, September 12th, 1 N 27 W;  
 Eugenie (German barque), steering south, September 13th, 8 N 27 W—last two per Elizabeth Rickmers, Hinks, in the Weser.  
 QDEN (?) (German ship), September 26th, 12 N 27 W;  
 Argo barque, of Hamburg, September 26th, 12 N 28 W—last two per Lizzie, Sebire, at Hamburg.  
 VRTW (?) (English barque), September 26th, 14 N 24 W, per India s, Hulsén, at Bahia.  
 Glanperis, of Carnarvon, from Aleutian Islands (?), bound north, September 21st, 6 N 27 W, thought to be very foul, as she was making very slow progress, per San Stefano, at Newport, Mon.  
 Reform, Hamburg for Rio Grande, October 26th, 11 N 26 W;  
 QSWR (Norwegian barque), October 26th, 10 N 27 W;  
 Turakina, London for Wellington, October 26th, 12 N 26 W;  
 HMKR (?) (Norwegian barque), October 26th, 12 N 26 W;  
 Nathaniel (Norwegian barque), October 26th, 13 N 26 W—last five per Maskelyne s, at Southampton.  
 Lurlei (barque), of Liverpool, steering SW, November 2nd, 47 N 11 W, per Gloria, Falmouth.  
 Hartfell, London for Adelaide, October 19th, 15 N 26 W.  
 Codan, October 28th, 41 N 55 W;  
 Thornhill, October 31st, 48 N 36 W;  
 River Thames, Rouen for Maryport, November 4th, 48 N 35 W—last three per British Princess s, Nowell, at Liverpool.  
 Exporter, Calcutta for New York, October 22nd, 17 S 3 W, per Athenian s, at Plymouth.  
 Ran (Norwegian barque), for Lobos Island, October 26th, 32 N 21 W, per Nonpareil s, in the Thames.  
 A. G. Ropes, New York, via Provincetown, for San Francisco, September 6th, on the Line 36 W.  
 Cavour, Rio Janeiro for Pensacola, October 8th, 27 N 88 W.  
 Ardmillan ship, of Glasgow, steering SW, October 30th, 50 N 9 W, per Lady Head, in the Thames.  
 Concurrent (barque), of Christiania, October 27th, about four miles south of Hamburgsund.  
 Norham Castle s, London for Capetown, October 31st, 30 N 17 W;  
 Mexican s, Southampton for Capetown, November 4th, 43 N 9 W—last two per Athenian s, at Plymouth.  
 D. A. Brayton (American three-masted schooner), October 15th, 11 N 26 W;  
 Willem Eggerts, Cardiff for Batavia, October 16th, 15 N 25 W;  
 Schiaffino Padre (Italian barque), steering south, October 17th, 15 N 25 W;  
 Hermes (schooner), of Glasgow, October 18th, 20 N 23 W;  
 Woodlark (English barque), October 19th, 24 N 21 W;  
 Magnat (Norwegian barque), October 20th, 24 N 21 W;  
 Carnmoney (English barque), October 20th, 24 N 21 W;  
 Ocean Rover (English barque), October 20th, 25 N 21 W—last eight per Corona s, at Hamburg.

THE hydrographers charged with an exhaustive inquiry into the depth and navigability of the White Sea, recently returned to Archangel. A lighthouse is pronounced necessary on the Island of Kii, and another is scarcely less needed at Cape Zetny Orlov. The reefs off Montsassa Island are also badly indicated, and the lighthouse at Orlov would be useful as indicating their precise situation. In support of these improvements the fact is put forward that Russian ships are wrecked by hundreds in the Arctic Seas.  
 MR. F. T. TURNER, her Majesty's acting Consul in Naples, in a report, dated September last, states that it would be advisable that all British shipmasters bound to Torre Amunziata with coal cargoes should be warned of the excessive charges imposed there for the hire of the necessary articles to get their cargoes out, and should be advised to bring their own baskets and warps. Mr. Turner alludes to several cases where exorbitant charges have been made, and encloses copy of a letter received from the master of the steamer *Wilberforce* relating to the same subject.

## HOMEWARD BOUND SHIPS.

**A**  
 Amphitrite, left Penang July 23 for London  
 Arequipa, left Iquique July 17 for Falmouth  
 Avonmore, left Perth Amboy Sept 14 for London  
 Albueria, left San Francisco Sept 24 for Queenstown  
 Anglesey, clrd at San Francisco Sept 8 for Queenstown  
 Alexandra, left San Francisco Sept 11 for Queenstown  
 Aconcagua, left Huanacho June 10 for Liverpool  
 spoken July 23, 57 S 68 W  
 Atalanta, left Saigon July 19 for Liverpool  
 left St. Helena Sept 23  
 Aconcagua s, left Montevideo Oct 14 for Liverpool  
 left Pauillac Nov 6  
 Arizona s, left New York Oct 30 for Liverpool  
 Astrea, left South Sea Islands prior to Oct 29 for Liverpool  
 Araucania, left Chill  
 left Montevideo Oct 27 for Liverpool  
 Ascalon s, left Adelaide Oct 29 for London  
 Avon, left Calcutta July 7 for London  
 Anaurus, left Calcutta Oct 10 for Falmouth  
 Auguste, left Bangkok July 7  
 passed Anjer Aug 10  
 Aston Hall s, left Bombay Oct 26 for Liverpool  
 left Perim Nov 2  
 Asia s, left Bombay Oct 24 for Liverpool  
 left Suez, Nov 7  
 Asiatic Prince s, left Galveston Nov 5 for Liverpool  
 Allerton, left Calcutta Aug 15 for London  
 Abbey Holme, left Lyttelton Aug 17 for Falmouth  
 Antonin, left Iquique July 27 for U Kingdom  
 Anna Dorothea, left Quebec Oct 1 for Channel  
 Ayshire left San Francisco Sept 29 for U Kingdom  
 Amana, left Melbourne Aug 8 for Channel  
 Avonia, left Philadelphia Oct 9 for London  
 Avoca, left Calcutta Sept 29 for London  
 Ardgowan, left Cochon Oct 20 for Qatowan  
 Aboukir Bay, left San Francisco July 25 for London  
 Achilles s, left Singapore Oct 9  
 passed Suez Oct 28  
 Afghan s, left Port Augusta Oct 11 for London  
 left Aden Nov 6  
 Argo, clrd at Wilmington Oct 19 for London  
 Andreta, left Calcutta Aug 15 for Queenstown  
 Amaranth, left Quebec Sept 14 for Greenock  
 spoken Oct 25, 48 N, 32 W  
 Asia left Quebec Oct 29 for Greenock  
 Alma left Belize Oct 1 for Glasgow  
 Adele C, clrd at Rangoon July 30 for Channel  
 Amyone, left San Francisco Aug 20 for Queenstown  
 Airline, left Port Pirie Oct 30 for Queenstown  
 Alameda, left San Francisco Oct 17 for Falmouth  
 Augustin Edwards, left Iquique Sept 4 for Channel  
 Armin, left San Francisco Oct 13, for U Kingdom  
 Anamba, left Astoria Oct 15 for U Kingdom  
 Alexander, clrd at Parrsboro, NS, Oct 6 for Sharpness  
 Arctic, left Buenos Ayres Aug 16 for Berwick  
 Agnes Linck, left Quebec Oct 10 for London  
 Alcinos, clrd at San Francisco Sept 29 for Channel  
 Amquiua, left San Francisco Sept 21 for U Kingdom  
 Albatross, left Belize Aug 24 for U Kingdom  
 Albatross' left Laguna Oct 15 for Channel  
 Alexandrine, clrd at Quebec Oct 1 for Newport  
 Alma, left Table Bay Oct 1 for Falmouth  
 via Ichaboe  
 Armadale, left Melbourne Sept 1 for Channel  
 Acapulco, left Iquique Sept 10 for Channel  
 Annie Storey, left Buenos Ayres Aug — for U Kingdom  
 Allonby, left San Pedro Oct 6 for Cork  
 via Portland  
 Argo, left Astoria Oct 31 for Channel  
 Abyssinia, clrd at Philadelphia Oct 25 for Bristol  
 Atlantic, clrd at Wilmington Oct 23 for Bowling  
 Albania, left Calcutta Aug 8 for Cork  
 Afghanistan, left Calcutta Aug 8 for Hull  
 passed St Helena Oct —

**B**  
 Bruce, clrd at Port Townsend Oct 10 for Queenstown  
 Borradaile left Portland O, Aug 16 for Liverpool  
 Bengal, clrd at Calcutta Aug 18 for Liverpool  
 Bianca, left Calcutta Aug 24 for Liverpool  
 British General, left San Francisco July 26 for Liverpool  
 British Isles, left Calcutta Aug 15 for London  
 Belfast, left Calcutta Sept 27 for Liverpool  
 Blairhoyle, left Iquique — for Channel  
 Brunswick s, left Maranham Oct 20 for Liverpool  
 via Lisbon  
 Bellaport, left Pisagua Aug 4 for Channel  
 British Ambassador, left San Francisco Aug 10 for Queenstown  
 Biafra s, left W C Africa — for Liverpool  
 left Sierra Leone Nov 5  
 British Duke, left Calcutta Sept 2 for London  
 Bengollyun, clrd at San Francisco Aug 22 for Q'town  
 Bass Rock, left Lyttelton Sept — for London  
 Braemar, left Astoria Aug 4 for Malpas  
 Bulgarian s, left Boston Oct 31 for Liverpool  
 Bernard Hall s, left New Orleans Oct 23 for Liverpool  
 Bessarabia s, left Charleston Oct 24 for Liverpool  
 Borghese s, left Buenos Ayres for Liverpool  
 left Las Palmas Oct 20  
 Bellini s, clrd at Norfolk prior to Oct 25 for Liverpool  
 Ballochmyle, left Calcutta July 21 for London  
 spoken Sept 23, 17 S 4 W  
 Beethoven, clrd at New York Oct 22 for London  
 left Gibraltar Oct 23  
 Belair s, clrd at Parrsboro' prior to Oct 31 for London  
 Brema s, left Montreal Oct 26 for London  
 Balmoral Castle s, left Bluff Harbour Oct 12 for London  
 British Merchant left S Francisco October 24 for Queenstown  
 Blair Drummond, left Iquique Sept 3 for Falmouth  
 Bandeth, left Iquique Oct 12 for Channel  
 Badsworth s, left Bangkok Sept 20 for U Kingdom  
 left Suez Oct 26  
 Bankfields, clrd at Talcahuano Sept 12 for U Kingdom  
 Bankfield, left Pisagua Nov 6 for Channel  
 Banca, left Iquique Oct 26 for U Kingdom  
 Bengairn, left Coquimbo Sept 7 for England  
 Bjorviken, left Savannah Oct 12 for London  
 Beecroft, clrd at Tacoma Oct 2 for Queenstown  
 left Port Townsend Oct 15  
 Burgemeister Schroder, clrd at Banjoewangio for Channel  
 April 16, left Algaos Bay Sep 18 for Falmouth  
 Brodick Castle, left San Francisco Oct 11 for U Kingdom  
 Brodrene, left Rio Janeiro Sept 2 for Newport  
 Britannia, left Samarang Oct 15 for Falmouth  
 Batavier, left Probolinggo Oct 20 for Channel  
 Balclutha, left San Francisco Sept 12 for U Kingdom  
 Buccleuch, left San Francisco Oct 24 for U Kingdom

November 10, 1888.

## SEAFARING.

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**C**  
 City of Madrid, left Iquique August 4 for U Kingdom  
 Columbia, left Portland, O, — for Queenstown  
 at Astoria Aug 6  
 Cerastes, left Corinto July 15 for Channel  
 Crown of England, left San Francisco Sept 18 for Queenstown  
 Counsellor s, left New Orleans Oct 21 for Liverpool  
 Clare s, clrd at Galveston Oct 21 for Liverpool  
 Cuxton s, left Montevideo Oct 15 for Liverpool  
 left Pernambuco Nov 1  
 Columbia, left Calcutta July 14 for Liverpool  
 passed St Helena Oct 23  
 Celtic s, left New York Oct 31 for Liverpool  
 Cyril s, left Ceara Oct 23 for Liverpool  
 Cypres s, left Savannah Nov 1 for Liverpool  
 Cirassia, left Rosario Aug 9 for Falmouth  
 Carl Friedrich, left San Francisco Sept 16 for Channel  
 Crown of Denmark, left San Francisco July 18 for Liverpool  
 Cuban s, left New Orleans July 14 for Liverpool  
 Cyphres s, left Galveston Oct 30 for Liverpool  
 Carib Bay s, clrd at Charleston prior to Oct 28 for Liverpool  
 City of Rome s, left New York Oct 31 for Liverpool  
 Chelydra s, clrd at New York Oct 22 for Liverpool  
 Capella, clrd at Bay Verte Oct 13 for Liverpool  
 City of Berlin s, left New York Nov 3 for Liverpool  
 Chollerton s, left Savannah Nov 3 for Liverpool  
 Chyebassa s, left Brisbane Sept 27 for London  
 left Colombo Nov 3  
 Clan Mackenzie s, left Calcutta Oct 31 for London  
 left Madras Nov 4  
 Clan Lamont s, left Madras Sept 29 for London  
 left Sagres Nov 5  
 Citty Sark, left Sydney Oct 26 for London  
 Chishurst, left Geraldton Sept 14 for London  
 Chasca, left Corinto July 20 for Queenstown  
 Chinsura, left San Francisco Aug 23 for Queenstown  
 Crusader, left Auckland Oct 11 for London  
 Cardigan Castle, clrd at Melbourne Aug 30 for London  
 Clan Drummond s, left Calcutta Oct 2 for London  
 left Sagres Nov 7  
 Cardiganshire, left Singapore Oct 10 for London  
 left Port Said Nov 6  
 Clan Macleod, left Lyttelton Oct 30 for London  
 Cloncurry s, left Calcutta Oct 15 for London  
 left Suez Nov 6  
 Coronanda s, left Sydney — for London  
 left Port Said Nov 6  
 Clan Monroe s, left Bombay Oct 15 for London  
 left Malta Nov 4  
 Cambrian Chieftain, left San Francisco Sept 18 for U Kingdom  
 Cape Verde, left Wallaroo Sept 7 for Channel  
 Ceres, clrd at Charleston Sept 1 for Bristol  
 Calmburg, left San Francisco Sept 17 for Queenstown  
 Corsair, clrd at Trinidad Oct 9 for London  
 Clan Macleod, left Lyttelton Oct 30 for London  
 Calmsore, left Timaru Oct 18 for London  
 Clan Fraser s, left Madras Oct 19 for London  
 left Aden Nov 2  
 Clan Maclean s, left Madras Oct 27 for London  
 left Colombo Oct 31  
 City of Khios s, left Calcutta Oct 22 for London  
 left Perim Nov 2  
 Chusan s, left Calcutta — for London  
 left Suez Nov 6  
 City of London s, left Calcutta Nov 3 for London  
 Crown of India left San Francisco Oct 22 for Queenstown  
 Celeste Burrell left Pisagua Sept 14 for Falmouth  
 Clan Buchanan s, left Calcutta Oct 13 for London  
 left Colombo Oct 25  
 Cedrie the Saxon, clrd at San Francisco Oct 13 for Queenstown  
 Chrysomene, left Bangkok July 23 for Queenstown  
 passed Anjer Sept 23  
 Combermere, clrd at San Francisco Sept 19 for Queenstown  
 Citadel, left Bangkok, July 30 for Channel  
 passed Anjer Sept 7  
 Canopus, left Corinto Sept 9 for Channel  
 County of Caithness, left Calcutta Sept 2 for Hull  
 Concordia, clrd at Quebec Sept 19 for Sunderland  
 Cathcart, left Saigon July 22 for Channel  
 passed Anjer Aug 12  
 Crusader, clrd at New York Oct 5 for London  
 Cimba, left Newcastle, NSW, Oct 13 for London  
 Cladwan, left Pisagua July 30 for Falmouth  
 Clan Ferguson, left Iquique Oct 22 for Falmouth  
 County of Roxburgh, left Calcutta Sept 16 for Dundee  
 Colina s, left Montreal Nov 1 for Glasgow  
 Coriolanus, left Pisagua Sept 8 for Channel  
 Caroline Morris, left Pisagua Aug 15 for Channel  
 Colombo, left Pisagua Aug 19 for Channel  
 Constanze, left Pisagua Aug 5 for Channel  
 Corbet Castle, clrd at Melbourne Sept 21 for Channel  
 Cape of Good Hope, left Wallaroo Nov 1 for Channel  
 City of Madrid, left Iquique Aug 4 for United Kingdom  
 Craigwhinnie, left Pisagua Aug 4 for Channel  
 Cedar, left Corinto July 16 for Channel  
 at Valparaiso Oct 8  
 Charles Bal, clrd at St. John, NB, Oct 1 for Barrow  
 choice, left Pensacola Oct 12 for Greenock  
 Critic s, left New York Oct 17 for Leith  
 Cambria, left Moulmein April 21 for Channel  
 at Mauritius Sept 30  
 Casma, left Port Pirie Aug 28 for Channel  
 Castlehead s, left Iquique Oct 30 for U Kingdom  
 Caitloch, left Adelaide Sept 15 for U Kingdom  
 Caesarea, left Calcutta Oct 17 for Hull  
 Catina R, left Milk River, J, Sept 15 for Goole  
 County of Inverness, left Calcutta Aug 30 for Hull  
 Chicago s, left Calcutta —  
 left Malta Nov 1  
 County of Kinross, left Calcutta Aug 14 for Boston (Lin)  
 passed St Helena Oct —  
 Colan, left Halifax Oct 23 for Cardiff  
 Colorado s, left New York Nov 6 for Hull

**D**  
 Derwent, left Sydney, NSW, Oct 16 for London  
 Dictator, clrd at Pascagoula Oct 3 for Queenstown  
 Daggar, clrd at Montevideo Sept 1 for Falmouth  
 Dunbryn, left Astoria, O, Sept 19 for Liverpool  
 Durham, clrd at San Francisco Sept 26 for Queenstown  
 Dunce, left Iquique Aug 15 for Falmouth  
 Drumblair, left Calcutta Aug 5 for Hull  
 Dunkeld, left Melbourne Aug 27 for U Kingdom  
 Duke of Argyle s, left Calcutta Oct 20 for London  
 left Colombo October 30  
 Damascus s, left Portland, Aus. Nov 1 for London  
 Dunnerdale, left San Francisco Mar 20 for Queenstown  
 left Callao, July 12  
 Dummuir, left San Francisco Oct 24 for Queenstown  
 Duke of Argyll, left Iquique Aug 17 for U Kingdom

Derbyshire, left Bassein June 5 for Channel  
 left St. Helena Sept 18  
 Dryden s, left Balha Oct 19 for Liverpool  
 Doric s, left Wellington Oct 18 for London  
 via Rio Janeiro  
 Doris, left Rio Janeiro Sept 14 for Plymouth  
 Domenico M, left Moulmein Sept 3 for Channel  
 Dronningen, clrd at Quebec Sept 29 for Belfast  
 Denbighshire, left Calcutta Oct 18 for Dundee  
 Drumpark, left Melbourne Sept 13 for Channel  
 Drumfrieshire, left Pisagua Sept 25 for Channel  
 Devonia s, left New York Nov 3 for Glasgow  
 Dunstaffnage, left Sourabaya Aug 11 for Channel  
 left St Helena Oct —  
 Diana, clrd at Sourabaya Aug 3 for Channel  
 passed Anjer Aug 14  
 Durban s, left Cape Town Nov 2 for Southampton  
 via Grand Canary

**E**  
 Endymion, left Pisagua Sept 26 for Falmouth  
 Eskdale, left San Francisco Sept 1 for U Kingdom  
 Eurydice, left Melbourne July 15 for Queenstown  
 Ednyfed, left Iquique August 2 for Falmouth  
 Erin's Isle, left Calcutta Oct 31 for London  
 Ecclefechan, left Calcutta Oct 30 for London  
 Ernestine, left Pisagua Sept 11 for Falmouth  
 Elliot, left Calcutta Sept 21 for London  
 Eaton Hall, clrd at San Francisco Oct 8 for Queenstown  
 East Croft, left San Francisco Sept 22 for Queenstown  
 Emiliano s, clrd at Savannah Oct 27 for Liverpool  
 Eidsvold, left Bangkok July 10 for London  
 passed St. Helena Oct —  
 Electrician s, left Calcutta — for London  
 left Gibraltar Nov 3  
 Earl of Dalhousie, left Iquique Aug 23 for U Kingdom  
 Ebenezer, left Gualaguaychu Aug 1 for Channel  
 Edinburghshire, left San Francisco Sept 1 for Channel  
 Elmstone, clrd at Rangoon July 27 for Channel  
 Euphemia, left Sourabaya Aug 10 for Channel  
 Elizabeth Nicholson, left Adelaide July 24 for U Kingdom  
 left Port Broughton Aug 21 for Falmouth  
 Elsa, left Tehuantepec July 16 for Falmouth  
 left Salina Cruz July 19  
 Emily Reed, clrd at San Francisco Oct 3 for Hull  
 Elvion, clrd at Junin July 23 for U Kingdom  
 spoken Oct 17, 7 N, 27 W  
 Euphrosyne, left San Francisco Nov 2 for U Kingdom  
 Erminata, left Quebec Oct 16 for Greenock  
 Euphrates, left San Francisco Oct 13 for Leith  
 Emanuel Swedenborg, clrd at New York Oct 12 for Bristol  
 Edina, left Belize Sept 27 for Goole  
 Eastern Monarch, left San Pedro Oct 6 for U Kingdom  
 via Portland  
 European s, left Calcutta for Barrow  
 left Colombo Oct 27  
 Eduard Pens, clrd at Wilmington, NC, Oct 17 for Hull

**F**  
 Falstaff, left Astoria Sept 8 for Liverpool  
 Ferdinand, clrd at Halifax Oct 17 for Liverpool  
 Fort James, left Manila Oct 22 for Liverpool  
 Fort George, left Madras Aug 1 for London  
 left Coconada Sept 18  
 Firth of Dornoch, left Iquique Sept 4 for U Kingdom  
 Falls of Clyde, left San Francisco July 31 for Liverpool  
 spoken Aug 16, 14 N, 120 W  
 Frank Carvill, clrd at Darien Sept 24 for Grimsby  
 Falls of Foyers, left Calcutta Oct 3 for Hull  
 Festina Lente, clrd at Quebec Sept 29 for Greenock  
 Freya, clrd at Pascagoula Oct 3 for Hull  
 Francis s, left New Orleans Oct 24 for Liverpool  
 Federico s, left New Orleans Oct 24 for Liverpool  
 Falconhurst, left Calcutta Aug 5 for London  
 passed St Helena Oct —  
 Frida, left Quebec Oct 30 for Greenock  
 Florence, left Pisagua Oct 6 for U Kingdom

**G**  
 Gleniffer, left Pisagua Sept 1 for U Kingdom  
 Garston, left San Francisco June 28 for Queenstown  
 G H Wappaus, left Port Pirie Aug 4 for Channel  
 Guy Mannering, left Adelaide Aug 4 for U Kingdom  
 Glenlyon s, left Manila Oct 19 for London  
 left Singapore Oct 24  
 Grisedale, left Portland O, Oct 4 for Liverpool  
 left Astoria Oct 16  
 Guy Colin s, clrd at Galveston prior to Nov 6 for Liverpool  
 Grimsel s, clrd at Galveston prior to Nov 6 for Liverpool  
 Germanic s, left New York Nov 7 for Liverpool  
 Gulf of Akaba s, left Callao Sept 27 for Liverpool  
 left Coronel Oct 20  
 George B Balfour, left Rio Grande du Sul Sept 16 for Liverpool  
 Glenroy s, left Shanghai Oct 6 for London  
 left Port Said Oct 30  
 Glenogle s, left Shanghai Oct 6 for London  
 left Penang Oct 29  
 Glamorganshire s, left Nagasaki Oct 30 for London  
 George Curtis, left San Francisco Oct 15 for Queens own  
 Gezusters v Haften, left Sourabaya May 17 for Channel  
 left St Helena Aug 27  
 George Linck, clrd at Quebec Sept 6 for London  
 Glengyle s, left Higo Oct 9 for London  
 left Penang Nov 5  
 Goorkha s, left Calcutta Oct 25 for London  
 left Colombo Nov 5  
 Glamis, left Newcastle, NSW, Oct 14 for London  
 Gwladys, left Casablanca Sept 12 for Kirkcudbright  
 Gateacre, left San Francisco Sept 24 for Queenstown  
 Glenora, left Oamaru Oct 6 for U Kingdom  
 Gogoburn, left Pisagua Aug 8 for Channel  
 Grampian s, left Calcutta Aug 29 for Falmouth  
 Gairloch s, left Chittagong Oct 8 for Dundee  
 left Malta Nov 4  
 Glenudal, left Savannah-la-Mar Sept 27 for Falmouth  
 Glenwed, left Iquique Sept 3 for Falmouth  
 Gordon, clrd at Chatham, NB, Oct 11 for Sharpness  
 Gowanburn, left Calcutta Oct 14 for Hull

**H**  
 Hyderabad, left San Diego May 8 for Channel  
 left Valparaiso July 14  
 Havilah, left Esmeraldas Aug 22 for Falmouth  
 Hermann, left Rio Grande Sept 6 for Falmouth  
 Hermione, left Canterbury, NZ, Aug 17 for U Kingdom  
 Heleburg, clrd at Rangoon Aug 23 for Channel  
 Hercules, left Punta Arenas July 22 for Falmouth  
 Helen, left Savannah-la-Mar Sept 15 for Fowey  
 Hercules s, left Mobile Oct 21 for Liverpool  
 left Newport News Nov 1  
 Heliades s, left River Plate Oct 18 for Liverpool  
 left Pernambuco Nov 4  
 Holkar, left Calcutta Nov 2 for Liverpool  
 Hogorth s, left Norfolk, Va, Nov 2 for Liverpool

Hago s, left Havana Oct 19 for Liverpool  
 via Matanzas  
 Helen Marion, left Yarmouth, NS, Oct 10 for Liverpool  
 Henriette, clrd at Rangoon Oct 16 for Channel  
 Holbein s, left River Plate Oct 10 for Liverpool  
 left St Vincent October 23  
 Hawarden Castle s, left Cape Town Oct 24 for London  
 via Madeira  
 Henry Failing, left Tacoma Oct 16 for Queenstown  
 Hansa, left Rio Grande do Sul Sept 25 for Falmouth  
 Hilda, clrd at Philadelphia Oct 12 for Sligo  
 Hellenes s, left River Plate Nov 3 for Liverpool  
 via Pernambuco  
 Hortensia, clrd at Parrsboro, NS, Oct 20 for Liverpool  
 Hytlan s, left New Orleans Nov 6 for Liverpool  
 Hydaspes, left Shanghai — for London  
 left Colombo Nov 6  
 Hankow s, left Adelaide Oct 5 for London  
 left Suez Nov 6  
 Henzada s, left Bombay Oct 26 for London  
 left Kurrachee Nov 2  
 Hesperia s, left Calcutta Nov 1 for London  
 Howard, left Adelaide Sept 20 for Channel  
 Hugin, left Quebec Oct 23 for England  
 Hakon Adelsstein s, left Bangkok Sept 15 for U Kingdom  
 left Gibraltar Nov 2  
 Henry Bailey, clrd at Bathurst Oct 19 for Sharpness

**I**  
 Irby, left San Francisco July 13 for Liverpool  
 Italia, left Moulmein Aug 20 for Channel  
 Isla de Panay s, left Manila Sept 17 for Liverpool  
 left Suez Oct 13  
 Isipingo, left Cochich Oct 4 for London  
 Inch Murren, left Iquique Sept 27 for Falmouth  
 Imuncina, left Pisagua Aug 4 for Channel  
 India, left Rio Janeiro Sept 13 for Cardiff  
 Ida B, left Rio Janeiro Sept 27 for Cardiff  
 Itaka, left W C S America Oct 21 for U Kingdom  
 Ilos, left Samarang — for Liverpool  
 passed St Helena Oct —  
 Italy s, left New York Nov 1 for Liverpool  
 Indore, left Calcutta Oct 10 for Liverpool  
 Indian Empire, left Calcutta Nov 2 for London  
 Ingolf, clrd at New York Oct 23 for Newcastle

**J**  
 Jessie Renwick, left Moulmein July 11 for U Kingdom  
 Jamaica, left Noumea June 30 for Bowling  
 James Drummond, left Astoria Aug 16 for Liverpool  
 James Nesmith, left San Francisco Sept 26 for Liverpool  
 Josva, left New York Sept 27 for Exmouth  
 John Locket, left Iniquique Oct 2 for Channel  
 Jessomene, left Calcutta Aug 5 for Liverpool  
 passed St Helena Oct —  
 Juno, left Quebec Oct 29 0 for Liverpool  
 Juno, left Quebec Oct 24 for Liverpool  
 Jumna s, left Brisbane Oct 31 for London  
 Josie Troop, clrd at New York Oct 25 for London  
 John Rennie, left Adelaide Sept 4 for London  
 John M Donald, clrd at San Francisco Oct 17 for L'pool  
 J Weisshorn, left New York prior to Oct 23 for London  
 John M'Gill, left Pisagua Aug 22 for Channel  
 John O'Gaunt, left Iquique Oct 30 for Ardrossan  
 Jupiter, left Quebec Oct 14 for Hull  
 Jason, left Astoria Oct 31 for Channel  
 John Swan, left New York Oct 25 for Dublin  
 Jane Kilgour, left Belize Oct 11 for Goole  
 Jane, left Quebec Oct 19 for Glasdon Dock

**K**  
 Kirby Hall s, left Bombay Oct 10 for Liverpool  
 passed Saigres Nov 5  
 Kent s, left Sydney Sept 19 for London  
 left Aden Nov 2  
 Kaikoura s, left Wellington Oct 4 for London  
 left Teneriffe Nov 6  
 Kangra s, left Bombay Oct 9 for London  
 left Malta Nov 4  
 King Cenrie, left Portland, O, — for Channel  
 left Astoria July 5  
 Killan, left San Francisco July 13 for Liverpool  
 Kentworth, left San Francisco Sept 12 for Channel  
 Khyber, left Calcutta Oct 1 for Liverpool  
 Kooringa, left Lyttelton, NZ, Sept 23 for U Kingdom  
 Kistna, left Calcutta July 11 for Hull  
 Killochan, left Lyttelton Oct 20 for U Kingdom  
 Kansas s, left Boston Oct 30 for Liverpool  
 left Port Said Oct 30  
 Kaisow s, left Japan Oct 31 for London

**L**  
 Lumberman's Lassie, left Sydney July 20 for London  
 Loch Eck, left San Francisco Aug 16 for Queenstown  
 Lepanto, clrd at Rangoon May 25 for Channel  
 Largo Bay, left Lyttelton July 21 for Channel  
 Langdale, left San Francisco Sept 8 for U Kingdom  
 La Escocesa, left Pisagua Sept 6 for U Kingdom  
 L Schepp, left San Francisco Oct 7 for Liverpool  
 Loanda s, left W C Africa — for Liverpool  
 left Madeira Oct 31  
 Lovell, left Pugwash, NS, Oct 15 for Liverpool  
 Lycia s, left Bombay Oct 26 for Liverpool  
 left Suez Nov 7  
 Lake Huron s, left Quebec Nov 2 for Liverpool  
 Liguria s, left Adelaide Oct 29 for London  
 left Albany Nov 2  
 Lord Downshire, left Calcutta Oct 17 for Dundee  
 Linds-farne, left San Francisco Sept 10 for Queenstown  
 Lorenzino, left Samarang Oct 23 for Channel  
 Loch Vennachar, left Melbourne Oct 22 for London  
 Luis A Martinez, left San Francisco Oct 21 for Queenstown  
 Lord Wolsley, left Picton Oct 23 for Queenstown  
 Lord Kinnaird, left Lobos Oct 25 for Queenstown  
 Loch Elive s, left Calcutta Oct 18 for Dundee  
 left Aden Nov 5  
 Loch Awe, left Adelaide June 22 for U Kingdom  
 left St Helena Oct —  
 Loch Moidart, left Melbourne Oct 25 for Channel  
 Lina, clrd at Parrsboro, NS, Oct 22 for Bristol  
 Lizzie Ross, left Montevideo Sept 19 for Cardiff  
 Louise, left Quebec Oct 26 for Barrow  
 Lottie Stewart, clrd at St John, NB, Oct 26 for Cardiff  
 Lyna, left Quebec Oct 22 for Pembroke  
 La Plata s, left Rio Janeiro Oct 4 for Southampton  
 left St Vincent Nov 4  
 Ludgate Hill s, left New York Oct 27 for London

**M**  
 Miriam, clrd at Bay Verte Sept 29 for Liverpool  
 Mascotte s, left Montevideo Sept 14 for Liverpool  
 spoken Oct 2, 29 N, 31 W, under sail  
 Melanope, left San Francisco Sept 30 for Liverpool  
 Michele Dapelo, left Montevideo Aug 30 for Falmouth  
 Mooltan s, left Calcutta July 26 for London  
 Marget, left Pugwash, NS, Oct 10 for Liverpool

THE following new law respecting Norwegian citizenship has just come into force:—"A Norwegian State-citizen shall lose his rights as such (a) when he becomes a subject of a foreign State and (b) when he leaves the kingdom for ever. Any Norwegian State-citizen, however, having the rights of a Norwegian-born State-citizen, in virtue of Section 92, a, b, or d, of the Constitution, may retain his rights as a Norwegian State-citizen by making a declaration of his intention to remain as such, before the local Norwegian Consul, within one year after his departure, or after the day when the present law comes into force. This declaration shall be valid for the space of 10 years, within the expiry of which term it may be renewed for a similar period. Any person who takes up his residence in a foreign country, on account of his appointment as a Norwegian official, or in the joint public service of Norway and Sweden, shall retain his rights as a Norwegian State-citizen. In all cases in which such right is retained, it applies likewise to the wife, and to his or her children, under age, who reside with their parents, or are educated and provided for by them."

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